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NEW GLENDALE COURTHOUSE DRAFT FOCUSED

ENVIRONMENTAL IMPACT REPORT

GLENDALE
COUNTY
BUILDING

Judicial Council of California
Administrative Office of the Courts
455 Golden Gate Avenue
San Francisco, CA 94102-4272



DRAFT
FOCUSED ENVIRONMENTAL IMPACT REPORT
SCH No. 2011061027

NEW GLENDALE COURTHOUSE PROJECT

LEAD AGENCY:

**JUDICIAL COUNCIL OF CALIFORNIA-
ADMINISTRATIVE OFFICE OF THE COURTS**
455 Golden Gate Avenue
San Francisco, CA 94102-3688

CONSULTANT:

RBF CONSULTING
40810 County Center Drive, Suite 100
Temecula, CA 92591-6022
Contact: Kevin Thomas
Project Manager
(951) 506-2074

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This Draft Environmental Impact Report (Draft EIR) examines the potential effects of the proposed New Glendale Courthouse (proposed project) for the Superior Court of California, County of Los Angeles (Court), proposed project (SCH #2011061027). This Draft EIR was prepared by the Administrative Office of the Courts (AOC), the administrative arm of the Judicial Council of California (Judicial Council) and the lead agency for this project. The proposed project is described in detail in Chapter 3, *Project Description*. The project background and the basis for preparing a Draft EIR are described below.

1.1 PROJECT BACKGROUND

The Judicial Council is the policy-making body for the judicial branch of the State of California. The Judicial Council's staff agency, the AOC, is responsible for implementing the Judicial Council's policies. In that role, the AOC is responsible for the implementation of the Trial Court Facilities Act of 2002 (California Government Code Section 70301 et. seq.), the landmark legislation that shifted the governance of courthouses from California counties to the State of California. Following the Trial Court Facilities Act of 2002, the AOC conducted a survey to assess the physical condition of the state's courthouses. The survey showed that 90 percent of courthouses needed improvements.

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This Draft EIR has been prepared in conformance with the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State *CEQA Guidelines* to evaluate the environmental effects of implementation of the proposed project. CEQA requires that a local agency prepare an EIR on any project it is considering that may have a significant effect on the environment. The purpose of an EIR is not to recommend approval or denial of a project, but to provide decision-makers, public agencies, and the general public with objective information regarding the range of the potential environmental effects that could result from a proposed action. The EIR process is specifically designed to objectively evaluate and disclose potentially significant direct, indirect, and cumulative impacts of a proposed project; to identify alternatives that could reduce or eliminate a project's significant effects while continuing to achieve the major objectives of the project; and to identify potentially feasible measures that reduce or avoid the significant effects of a project. In addition, CEQA requires that an EIR identify those adverse impacts that remain significant after mitigation.

1.3 ENVIRONMENTAL SETTING

According to Section 15125 of the *CEQA Guidelines*, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline condition" against which project-related impacts are compared. As directed by CEQA, the baseline condition for the proposed project is the physical condition that existed when the Notice of Preparation (NOP) was published. The NOP for the proposed project was published June 10, 2011 (Appendix A). The addendum to the NOP was published on July 15, 2011.

1.4 EIR PROCESS

In accordance with CEQA regulations, an Expanded NOP was released on June 10, 2011 for agency and public review (and is contained in full in Appendix A). The NOP comment period closed on July 11, 2011. The Expanded NOP was distributed to responsible agencies and interested parties. The purpose of the NOP was to provide

notification that a Draft EIR was being prepared for the project and to solicit guidance on the scope and content of the document.

Comment letters received on the NOP are also included in Appendix A. A public scoping meeting was held on June 22, 2011. Responsible agencies and members of the public were invited to attend and provide input on the scope of the Draft EIR. Five people attended the public scoping meeting. Comments pertaining to the project included concerns about maintaining the historic significance of the existing courthouse, concerns about the potential demolition of the bowling alley, a request that site plans include a complete streets program, and confirmation that no Native American cultural resources are present onsite. In addition, a site visit was conducted and representatives from the city, AOC, RBF Consulting, the Glendale Historic Society, and the Los Angeles Conservancy were in attendance. The purpose of the site visit was to identify significant historic features of the property and to identify current deficiencies within the existing courthouse.

Subsequent to the release of the NOP dated June 10, 2011, it was determined that the Jewel City Bowl site may be acquired as part of the proposed project. Therefore, an Amended NOP was released on July 15, 2011 for agency and public review (and is contained in full in Appendix A). The Amended NOP comment period closed on August 15, 2011.

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, the general public, organizations, and agencies can submit comments to the lead agency on the Draft EIR's accuracy and completeness. Upon completion of the public review period, comments on the Draft EIR will be prepared as a Response to Draft EIR Comments document. It will include all written comments on the Draft EIR received by the AOC during the public review period and the AOC's responses to those comments that address the environmental impacts of the project. The document will present any revisions to the Draft EIR made in response to public comments. The Draft EIR and Responses to Comments on the Draft EIR together will comprise the Final EIR for the proposed project.

Before the AOC can consider approval of the proposed project, it must first certify that the Final EIR has been completed in compliance with CEQA, review and consider the information in the EIR, and determine that the EIR reflects its independent judgment. If the AOC approves the project, it would be required to adopt Findings of Fact describing the dispositions of any impacts determined to be significant, as well as a Statement of Overriding Considerations for any significant impacts that cannot be reduced to a less-than-significant level.

1.5 PRIOR ENVIRONMENTAL REVIEW

The proposed project site has undergone CEQA review as part of the October 2006 *Glendale Downtown Specific Plan*.

1.5.1 DOCUMENTS INCORPORATED BY REFERENCE

Incorporation by reference is encouraged by CEQA (*CEQA Guidelines*, § 15150). The *CEQA Guidelines* allow an EIR to "incorporate by reference all or a portion of another document which is a matter of public record or is generally available to the public." CEQA requires a brief summary of the referenced material, as well as information about the public availability of the incorporated material. CEQA also requires citation of the state identification number in the EIRs cited. The authors of this Draft EIR relied on certain prior EIRs and background documents that provide background information, are sources of technical information, or are part of the planning context for the proposed project. Some of these documents form the foundation of the technical analysis conducted in this Draft EIR.

In accordance with Section 15150 of the State *CEQA Guidelines*, the following documents are incorporated by reference in this Draft EIR:

- Glendale Downtown Specific Plan, Final Program Environmental Impact Report (SCH # 2005121021)
- City of Glendale *General Plan*

CEQA Guidelines Section 15150 further states that “where an EIR uses incorporation by reference, the incorporated part of the referenced documents shall be briefly summarized where possible or briefly described if the data or information cannot be summarized.” Consistent with this requirement, the impact analyses in Chapters 4, 5 and 6 summarize the information incorporated by reference from other relevant documents, including the above listed documents. Copies of the documents incorporated by reference are available for review during normal business hours at the city of Glendale Community Development Department, located at 633 East Broadway, Room 103, Glendale, CA 91206.

1.6 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

1.6.1 LEAD AGENCY

In conformance with Sections 15050 and 15367 of the State *CEQA Guidelines*, the AOC is the “lead agency” for the proposed project, defined as the “public agency which has the principal responsibility for carrying out or disapproving a project.” The AOC, as lead agency, is responsible for scoping the analysis, consulting with the public and Responsible or Trustee Agencies, preparing the EIR and responding to comments received on the Draft EIR, certifying the Final EIR as adequate under CEQA, and considering the project for approval.

1.6.2 RESPONSIBLE AGENCIES

Responsible agencies are state and local public agencies other than the lead agency that have authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an EIR or Negative Declaration. Several ministerial permits and authorizations will be required from the city of Glendale, including utilities connections and permits for encroachment into city rights of way during construction. However these are “ministerial approvals” and as such are not subject to CEQA. The city does not have local building permit or land use approval authority since the AOC, part of the state government, pre-empts local land use control. As discussed in Chapter 3, *Project Description*, the AOC has committed to working closely with the city of Glendale, including voluntary and informal submittal of conceptual site plans to seek input from city staff and decision makers.

The following agencies could be required to act as responsible agencies for the proposed project:

- South Coast Air Quality Management District (SCAQMD) (permit to operate)
- State Water Resources Control Board (SWRCB) (401 water quality certification)
- Los Angeles Regional Water Quality Control Board (RWQCB) (National Pollutant Discharge Elimination System (NPDES) permit)
- California State Fire Marshall (fire flow, emergency access)

1.6.3 TRUSTEE AGENCIES

Trustee agencies under CEQA are public agencies with legal jurisdiction over natural resources that are held in trust for the people of California and that would be affected by a project, whether or not the agencies have

authority to approve or implement the project. Such agencies include the California Department of Fish and Game (CDFG), the California State Lands Commission, and the California State Department of Parks and Recreation. It is anticipated that the proposed project would not affect any lands under the jurisdiction of a Trustee Agency.

1.7 REQUIRED LEAD AGENCY APPROVALS

The AOC may approve the project only after consideration and certification of the Final EIR.

Because the AOC is the lead agency and is acting for the State of California on behalf of the Judicial Council of California, local government land use planning and zoning regulations would not apply to the proposed project. However, as noted above, the AOC has considered city policies and guidelines in the preparation of this EIR.

1.8 SCOPE OF THIS DRAFT EIR

This Draft EIR evaluates the potential direct and cumulative environmental impacts associated with the construction and operation of the proposed New Glendale Courthouse.

CEQA allows lead agencies to focus the scope of the EIR on only those environmental issues for which a proposed project could result in a substantial adverse affect. Based on review of the project information, a site visit, discussions with city staff, and review of NOP comments and available information, the AOC has concluded that the proposed project would not result in substantial adverse effects with respect to several environmental issue areas identified in the Appendix G of the State *CEQA Guidelines*. Therefore, the following environmental issue areas are not analyzed further in the Draft EIR beyond the analysis provided in Chapter 7, *Effects Found Not to be Significant*: Aesthetics, Agricultural Resources, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems.

Based on the results of the Initial Study (IS) prepared for the proposed project, the AOC determined the Draft EIR will focus on the following environmental issue areas:

- Air Quality
- Climate Change
- Cultural Resources
- Noise

In accordance with *CEQA Guidelines* Section 15126.6, this EIR also describes a range of reasonable alternatives to the proposed project that are capable of meeting most of the project's objectives, but would avoid or substantially lessen any of the significant effects of the project. This EIR identifies alternatives that were considered but rejected by the lead agency as infeasible and briefly explains the reasons why. The EIR also provides an analysis of the No Project Alternative.

1.9 REPORT ORGANIZATION

This report includes: Executive Summary; Project Description; Environmental Setting, Environmental Impacts, and Mitigation Measures; Cumulative and Growth Inducing Impacts; Alternatives to the Proposed

Action; Significant Irreversible Environmental Changes; Effects Found Not to be Significant; Acronyms and Abbreviations; References; Report Preparation; and Appendices.

Executive Summary (Chapter 2) presents an overview of the results and conclusions of the environmental evaluation. This Chapter identifies impacts of the proposed project and available mitigation measures.

Project Description (Chapter 3) describes the location of the project, existing conditions on the project site, and the nature and location of specific elements of the proposed project, as well as requested project entitlements and/or approvals.

Environmental Setting, Environmental Impacts, and Mitigation Measures (Chapter 4) includes a topic-by-topic analysis of impacts that would or could result from implementation of the proposed project. The analysis is organized into four topical sections, as identified above.

Cumulative and Growth Inducing Impacts (Chapter 5) includes a discussion of the project's cumulative impacts for each of the environmental issues evaluated in the Draft EIR. The analysis provides an evaluation of whether the project's impacts are cumulatively considerable when considered in combination with the effects of past, present, and reasonably foreseeable future projects. This Chapter also considers the potential for the proposed project to induce, either directly or indirectly, substantial population growth.

Alternatives to the Proposed Action (Chapter 6) includes a description of the project alternatives. A Draft EIR is required by CEQA to provide adequate information for decision makers to make a reasonable choice between alternatives based on the environmental aspects of the proposed project and alternatives. The impacts of the alternatives are qualitatively compared to those of the proposed project. This chapter also identifies the environmentally superior alternative.

Significant Irreversible Environmental Changes (Chapter 7) includes a discussion of significant long-term changes associated with the proposed project.

Effects Found Not to be Significant (Chapter 8) provides a description of effects found not to be significant based on the analysis conducted during the EIR and IS process.

Acronyms and Abbreviations (Chapter 9) defines acronyms and abbreviations used throughout the Draft EIR.

References (Chapter 10) used throughout the Draft EIR are included in this chapter.

Report Preparation (Chapter 11) includes a list of preparers of the Draft EIR.

Appendices contain a number of reference items providing support and documentation of the analyses performed for this report.

1.10 PUBLIC REVIEW OF THE DRAFT EIR AND LEAD AGENCY CONTACT

Upon publication of this Draft EIR, the AOC provided public notice of the document's availability for public review and invited comment from the general public, agencies, organizations, and other interested parties. Copies of the Draft EIR can be found at the following locations:

City of Glendale
Community Development Department
633 East Broadway, Room 103
Glendale, CA 91206

Glendale Central Library
222 East Harvard Street
Glendale, CA 91205

You may also download a copy of the Draft EIR from the following website:

<http://www.courts.ca.gov/facilities-la-glendale.htm>

The public review and comment period is 45 days from August 23, 2011 through October 6, 2011. All written public comments on the Draft EIR must be received no later than 5 PM on October 6, 2011. All written comments or questions regarding the Draft EIR should be addressed to:

Laura Sainz
Environmental Program Manager
Office of Court Construction & Management
Judicial Council of California - Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, CA 95833
Phone: 916-263-7992
laura.sainz@jud.ca.gov

Agencies that would need to use the EIR when considering permits or other approvals for the proposed project should provide the AOC with the name of a staff contact person.

The AOC is holding a public meeting to receive comments on the Draft EIR. The meeting will be held on **Wednesday, September 14, 2011 from 5:30 to 6:30 PM** at the City of Glendale Municipal Services Building, Room 105, 633 East Broadway, Glendale, CA 91206.

2.1 INTRODUCTION

This Executive Summary is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in the State CEQA Guidelines Section 15123(a), “[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” State CEQA Guidelines Section 15123(b) states, “[t]he summary shall identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” Accordingly, this summary includes a brief synopsis of the proposed project and project alternatives, environmental impacts and mitigation, areas of known controversy, and issues to be resolved during environmental review. Table 2-1 (at the end of this section) presents the summary of potential environmental impacts, their level of significance without mitigation measures, the mitigation measures, and the levels of significance following the implementation of mitigation measures.

2.2 PROJECT COMPONENTS

The proposed project includes the construction of a five-story (maximum), approximately 110,000 square-foot courthouse with a basement. The majority of the site needed for the new courthouse is where the existing courthouse is located, and is already owned by the AOC. A small site behind the existing courthouse at 124 South Isabel Street will also be acquired for the related parking. This site is currently owned by the Board of Realtors. In addition, a second site may be acquired for parking, which is located at 135 South Glendale Avenue (the Jewel City Bowl bowling alley). However, the negotiations for this site are preliminary and not finalized at this point. The new courthouse would be constructed in generally the same location as the existing courthouse. Out of the 110,000 square feet, approximately 10,000 square feet would be used by the County of Los Angeles. The remainder of the space would be used for courthouse functions. In addition to the courthouse, a parking structure will be built on what is now the Board of Realtors site. Secure parking for judicial officers would also be provided in the courthouse basement. The basement would also include a sally-port for in-custody transit; refer to Exhibit 3.0-4, *Preferred Conceptual Site Plan* in Chapter 3, *Project Description*.

2.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to State CEQA Guidelines Section 15382, a significant effect on the environment is defined as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance”. Chapter 4 of this Draft EIR describes in detail the significant environmental impacts that would result from implementation of the proposed project. Chapter 5 provides a discussion of cumulative and growth-inducing impacts. Table 2-1 summarizes the environmental impacts and mitigation measures discussed in these chapters.

2.4 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Detailed mitigation measures have been identified throughout Chapter 4 of this report that are intended to mitigate project effects to the extent feasible. All of these mitigation measures are identified in Table 2-1. After implementation of the proposed mitigation measures, most of the adverse effects associated with the proposed project would be reduced to a less-than-significant level. However, some impacts would remain significant and unavoidable following the implementation of identified mitigation measures. These impacts include the following:

Air Quality Plan Consistency. The SCAB is in nonattainment for PM_{2.5}, PM₁₀, and O₃. Localized concentrations for PM₁₀ and PM_{2.5} would be exceeded during the demolition and grading phases (during the first five months of construction) of the proposed project. ROG emissions, which are a precursor pollutant to O₃, would exceed the SCAQMD threshold of 75 lb/day in 2014 primarily as a result of architectural coatings. Therefore, the proposed project could increase the frequency and severity of existing air quality violations or contribute to new violations. The proposed project may also delay the timely attainment of air quality standards. Therefore, this impact is considered **significant and unavoidable for PM₁₀, PM_{2.5}, and ROG emissions.**

Short-Term Construction Emissions of Criteria Pollutants. ROG emissions in 2014 would exceed the SCAQMD threshold of 75 lb/day, primarily as a result of the application of architectural coatings. Therefore, this impact is considered **significant and unavoidable for ROG emissions.**

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations. Construction emissions would exceed LSTs for SRA 7 in 2012 for PM_{2.5} and PM₁₀ during the demolition and grading phases with implementation of Mitigation Measure AQ-1. Therefore, this impact is considered **significant and unavoidable for PM₁₀ and PM_{2.5} emissions.**

Historic Resources. The proposed project would materially impair the historic significance of the existing courthouse by removing character-defining aspects of its design. Therefore, this impact is considered **significant and unavoidable for historic resources.**

2.5 SUMMARY OF PROJECTS ALTERNATIVES

Section 15126.6(a) of the State *CEQA Guidelines* requires EIRs to “...describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid, or substantially lessen, any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The EIR must consider a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation. The EIR does not need to consider every conceivable alternative to a project, nor infeasible alternatives. Chapter 6, *Alternatives to the Proposed Action* of this Draft EIR provides an analysis of the comparative impacts anticipated from three alternatives to the proposed project: No Project Alternative, Alternative Project Site Alternative (Honda Site), and the Full Re-Use Alternative.

As discussed in Chapter 6, CEQA requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, State CEQA Guidelines Section

15126.6 (e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative.

In comparison to all of the alternatives analyzed, the Full Re-Use Alternative would be considered the environmentally superior alternative. This alternative would satisfy the majority of the project objectives proposed as part of the project. In addition, this alternative would result in reduced impacts to air quality, climate change, cultural resource, and noise. However, as discussed above, this alternative is not considered feasible or desirable by the AOC and would not be implemented.

2.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123 of the State CEQA Guidelines requires the summary section of a Draft EIR to identify areas of controversy and issues to be resolved known to the Lead Agency, including issues raised by agencies and the public. The following provides a summary of issues raised through scoping and comments on the Notice of Preparation (NOP) that could be considered controversial. The comment letters received on the NOP are included in Appendix A of this document.

- Evaluation of alternatives to protect the historic resources of the existing courthouse
- Need for a complete streets program
- Protest against taking the bowling alley
- TIA may need to be prepared
- Confirmation that no Native American cultural resources were identified in the APE
- Transportation of heavy truck equipment may need permit from Caltrans

The Draft EIR addresses the above issues to the extent that substantial evidence permits, and to the extent that the issue is an environmental issue. However, it does not address impacts that are speculative and not reasonably foreseeable. Further, all of the substantive environmental issues raised in the Notice of Preparation comment letters have been addressed in this Draft EIR.

**Table 2-1
Summary of Environmental Impacts and Mitigation Measures**

Impacts	Significance Before Mitigation	Mitigation Measures		Significance After Mitigation
CHAPTER 4.1, AIR QUALITY				
<p>Impact 4.1-1: Development of the proposed project would conflict with or obstruct implementation of an applicable air quality plan.</p>	<p>Potentially Significant Impact</p>	<p>AQ-1</p>	<p>Prior to grading, the grading plan, building plans, and specifications will stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • All active grading portions of the construction site shall be watered at least twice daily to prevent excessive amounts of dust; • On-site vehicle speed shall be limited to 15 miles per hour; • Any temporary on-site construction routes shall be paved where feasible, watered as needed (to maintain a moisture content of 12 percent), or chemically stabilized; • Visible dust beyond the property line which emanates from the Project shall be prevented to the maximum extent feasible; • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of 	<p>Significant and Unavoidable Impact.</p>

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>dust prior to departing the job site;</p> <ul style="list-style-type: none"> • Track-out devices shall be used at all construction site access points; • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site; • Replace ground cover on disturbed areas quickly; • Implement street sweeping program with Rule 1186-compliant PM₁₀ efficient vacuum units; • Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive exposed graded areas (previously graded areas inactive for 10 days or more); • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph; • Prohibit truck idling in excess of 5 minutes, on- and off-site; • Use electricity from power poles rather than temporary diesel or gasoline power generators; • Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water); and • Reroute construction haul trucks away from congested streets or sensitive receptor areas. 	
Impact 4.1-2: Short-	Potentially	Refer to Mitigation Measure AQ-1.	Significant

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p>term construction or operational emissions at the Project site could exceed SCAQMD’s significance thresholds for criteria pollutants and, thus, could contribute to pollutant concentrations that exceed the NAAQS or CAAQS.</p>	<p>Significant Impact.</p>	<p>AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</p> <p>AQ-3 The grading plan, building plans and specifications shall, in compliance with SCAQMD Rule 403, indicate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer’s specifications. A set of maintenance records shall be maintained by AOC before grading commences.</p> <p>AQ-4 Prior to grading, AOC shall implement the following measures during project construction to reduce air quality impacts from construction equipment exhaust:</p> <ul style="list-style-type: none"> • April 1, 2010, to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no 	<p>and Unavoidable Impact.</p>

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p> <ul style="list-style-type: none"> • January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. 	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>AQ-5 The AOC shall incorporate the following into construction plans and specifications, which shall be implemented to reduce ROG emissions resulting from application of architectural coatings:</p> <ul style="list-style-type: none"> • Contractors shall use high-pressure, low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; • Coatings and solvents with a ROG content lower than required under Rule 1113 shall be used; • Construction and building materials that do not require painting shall be used to the extent feasible; and • Pre-painted construction materials shall be used to the extent feasible. 	
<p>Impact 4.1-3: Construction and operation of the proposed project could expose sensitive receptors to substantial pollutant concentrations.</p>	Potentially Significant Impact.	Refer to Mitigation Measure AQ-1.	Significant and Unavoidable Impact.
<p>4.1-4 Neither the short-term construction nor the long-term operation of the proposed project would result in the exposure of sensitive receptors to excessive odors.</p>	Less Than Significant Impact.	No Mitigation is required.	Less Than Significant Impact.
CHAPTER 4.2, CLIMATE CHANGE			
<p>Impact 4.2-1: The proposed project</p>	Potentially Significant	<p>GHG-1 Although the project would not result in a significant impact related to GHG emissions,</p>	Less Than Significant

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
would not generate substantial GHG emissions during short- or long-term operation that would be cumulatively considerable.	Impact.	<p>the AOC has nonetheless decided to implement the following mitigation measures to further reduce the project's GHG emissions from the project:</p> <ul style="list-style-type: none"> • Sufficient, convenient, and secure bicycle parking shall be included in the project design for both employees and a limited number of jurors. • The project shall include end-of-trip facilities, which shall include private showers, lockers, and changing facilities for building employees. • Site design and building placement on the project site shall minimize barriers to pedestrian access and connectivity. Physical barriers such as walls, berms, and landscaping that impede bicycle or pedestrian circulation shall not be included. • The project shall provide safe and convenient bicycle/pedestrian access to transit • The project shall provide information publicizing transit options (e.g., routes, schedules, locations of stations) to employees and visitors in a centralized, highly visible location. 	Impact.
Impact 4.2-2: The proposed project would not substantially conflict with applicable land use designations and GHG-related policies.	Less Than Significant Impact.	No Mitigation is required.	Less Than Significant Impact.
CHAPTER 4.3, CULTURAL RESOURCES			
Impact 4.3-1: Development of the proposed Project could potentially cause a substantial adverse change in the	Potentially Significant Impact.	CUL-1 If unanticipated discoveries occur during construction, work must halt in the immediate vicinity until the find can be evaluated by a Registered Professional Archaeologist to determine if it meets significance criteria under CEQA. Retention of an on-call archaeologist is recommended. If prehistoric sites	Less Than Significant Impact.

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
significance of archaeological resources pursuant to <i>CEQA Guidelines</i> section 15064.5.		are encountered, the archaeologist will consult with one or more Native American representatives from the NAHC list for this project.	
<p>Impact 4.3-2: Development of the proposed Project could potentially cause a substantial adverse change in the significance of historic resources pursuant to <i>CEQA Guidelines</i> section 15064.5.</p>	Potentially Significant Impact.	<p>CUL-2 The AOC and its design team will include a historic resource preservation element as part of subsequent architectural plans, that shall demonstrate reasonable and feasible preservation of as many character-defining historic elements as identified in the Historic Resources Assessment Report dated July 2011 and prepared by Daly and Associates as practical. Should some or all of the features not be possible to be retained, mitigation measure CUL-3 provides for archival documentation consistent with Historic American Building Survey (HABS) standards. In addition, should most or all of the character-defining features not be retained, the AOC shall incorporate an interpretive element into the New Courthouse depicting the history, appearance and historic significance of the existing courthouse. The interpretive element shall be in place prior to the new courthouse opening.</p> <p>CUL-3 The AOC shall prepare documentation of the existing courthouse using the HABS Level II standards as guidelines for recording the building through photographs, drawings and written description. The following documentation will be determined as adequate to document and record the historic resource:</p> <p style="text-align: right;">Written Data: While the history of the property and</p>	Significant and Unavoidable Impact.

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>description of the historic resource as presented in this evaluation could suffice as appropriate documentation of the existing courthouse, it is recommended that additional research be performed. The additional research will be used to gain a more complete understanding of the works of Arthur Wolfe, and Los Angeles County's philosophy/rational for the use of local architects and their policy as to the design of new courthouse buildings.</p> <p>Sketch Plan: All of the existing 63 pages of drawings prepared by Arthur Wolfe of the existing courthouse will be reproduced in ink on Mylar. The U.S. National Park Service will determine whether the size of the copies will be 19" x 24", or 24" x 36".</p> <p>Photographs: HABS Level II documentation requires large-format photographs and negatives be produced to capture interior and exterior views of the Glendale Courthouse. It is also recommended that at least four large format photographs be taken to show the building's setting in context, and in relationship to its location.</p>	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		<p>Document: The HABS Level document must be produced on archival-quality paper, and all large format photographs and negatives labeled to HABS standards.</p> <p>The HABS document will be submitted to the HABS Division of the National Park Service Pacific West Regional Office, Oakland, California, for review and acceptance to be sent to the National Archives in Washington, D.C. Archival quality copies of the HABS document, containing original photographs and negatives, should be donated to the Glendale Library Special Collections and the Helen Topping Architecture and Fine Arts Library at the University of Southern California.</p>	
<p>Impact 4.3-3: Development of the proposed Project could potentially result in the disturbance of human remains, including those interred outside of formal cemeteries.</p>	<p>Potentially Significant Impact.</p>	<p>CUL-4 If human remains are unearthed during construction of the project, 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.</p>	<p>Less Than Significant Impact.</p>
<p>CHAPTER 4.4, NOISE</p>			
<p>Impact 4.4-1: Operation of the proposed Project could result in increased noise levels from stationary-sources that exceed the applicable standards (8.36.040, Presumed noise standards, of the <i>Glendale Municipal</i></p>	<p>Potentially Significant Impact.</p>	<p>NOI-1 Mechanical equipment shall be placed as far practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.</p>	<p>Less Than Significant Impact.</p>

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<p><i>Code</i>) at nearby offsite sensitive receptors at the Project site. Therefore, long-term onsite operation-related stationary-source noise could result in the exposure of persons offsite to or generation of noise levels in excess of applicable standards, or create a substantial permanent increase in ambient noise levels in the Project vicinity without the proposed project.</p>			
<p>Impact 4.4-2: Demolition, construction, and operation of the proposed Project would not result in increased vibration levels that exceed the applicable standards at nearby offsite sensitive receptors. Therefore, the Project would not result in the exposure of persons offsite to or generation of vibration levels in excess of applicable standards.</p>	Less Than Significant Impact.	No Mitigation is required.	Less Than Significant Impact.
<p>Impact 4.4-3: Implementation of the proposed Project would not result in a substantial permanent increase in ambient</p>	Less Than Significant Impact.	No Mitigation is required.	Less Than Significant Impact.

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
noise levels in the Project vicinity above levels existing without the Project.			
<p>Impact 4.4-4: Project-generated increases in demolition and construction source noise levels would not exceed the applicable standards at nearby offsite sensitive receptors with regards to the Project site.</p>	Potentially Significant Impact.	<p>NOI-2 Prior to Grading Permit Issuance, the AOC shall implement the following:</p> <ul style="list-style-type: none"> • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • When feasible, construction operations will use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations. • Designate a disturbance coordinator and conspicuously post this person’s number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances and will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem. • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc). • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. • Construction equipment staging areas shall be located away from adjacent sensitive receptors. 	Less Than Significant Impact.

This chapter of the Environmental Impact Report (EIR) describes the location and setting of the New Glendale Courthouse (proposed project) and provides a detailed description of the proposed project's characteristics and objectives.

3.1 PROJECT OVERVIEW

The proposed project includes construction of a five-story (maximum), approximately 110,000 square-foot courthouse with a basement. The new courthouse would be constructed generally in the same location as the existing courthouse. Portions of the existing courthouse of architectural relevance are intended to be preserved where feasible, while the remainder of the courthouse would be demolished. A small site behind the existing courthouse at 124 South Isabel Street will also be acquired for the related parking. This site is currently owned by the Board of Realtors. In addition, a second site may be acquired for parking, which is located at 135 South Glendale Avenue (the Jewel City Bowl bowling alley).

3.2 PROJECT LOCATION

The proposed New Glendale Courthouse is located in Los Angeles County in the city of Glendale (city). Glendale lies at the eastern end of the San Fernando Valley, and is bisected by the Verdugo Mountains. The city is bordered to the north by the city of Los Angeles, La Canada Flintridge, and La Crescenta; to the south by city of Los Angeles; to the east by Eagle Rock and Pasadena; and to the west by Burbank and Griffith Park; refer to Exhibit 3.0-1, *Regional Location Map*. The proposed project is located at the intersection of east Broadway and Glendale Avenue at the eastern end of the downtown district. The Board of Realtors building is located at 124 South Isabel Street will be acquired as part of the project. In addition, the Jewel City Bowl site may also be acquired and is located at 135 South Glendale Avenue. The project site can be accessed via the Interstate-5 freeway to the west, the Interstate 2 freeway from the east, and the Interstate 134 freeway from the north. Refer to Exhibit 3.0-2, *Site Vicinity Map* and Exhibit 3.0-3, *Aerial Map*.

3.3 EXISTING SETTING

The existing courthouse is currently located on the proposed project site, and is located in downtown Glendale, in the city's civic center area. The civic center area consists of a few large blocks that contain the existing courthouse, city hall, a police station, and other local government agencies. The existing courthouse is situated on a busy commercial street and is in an area that has numerous commercial office buildings, retail stores, and high density residential buildings.

Constructed in 1953, the courthouse is a shared use facility with the County of Los Angeles. The court occupies 91 percent of the total building square footage, with the balance occupied by various county agencies, including the County Sheriff, Public Defender and Alternate Public Defender, District Attorney, Probation, and Community Services.

Due to its age (50+ years), unique architecture (classic "mid-century" architecture) and important local function, this structure is considered eligible for the California Register of Historic Resources, and is therefore locally significant under CEQA.

Matters heard in this court facility include criminal, traffic, small claims, and limited civil proceedings. The existing facility has significant security limitations and is severely overcrowded for staff space, operational

needs, and public areas. In addition, the courthouse has other physical and functional problems, including accessibility deficiencies. These issues prevent the court from providing safe and efficient court services to the Glendale community.

The existing Courthouse has eight courtrooms, although two of these eight courtrooms are currently not in use due to existing security issues and budget reductions. This reduction in courtrooms has caused caseload to be shifted to neighboring courthouses, further impacting existing space and operational deficiencies court-wide. The courthouse is overcrowded and undersized for staff space, operational needs, and public areas. In addition, the existing courthouse has many physical and functional problems, has numerous deficiencies with Americans with Disabilities Act (ADA) accessibility, and prevents the Court from providing safe and efficient court services in the Glendale area.

3.4 PROJECT BACKGROUND

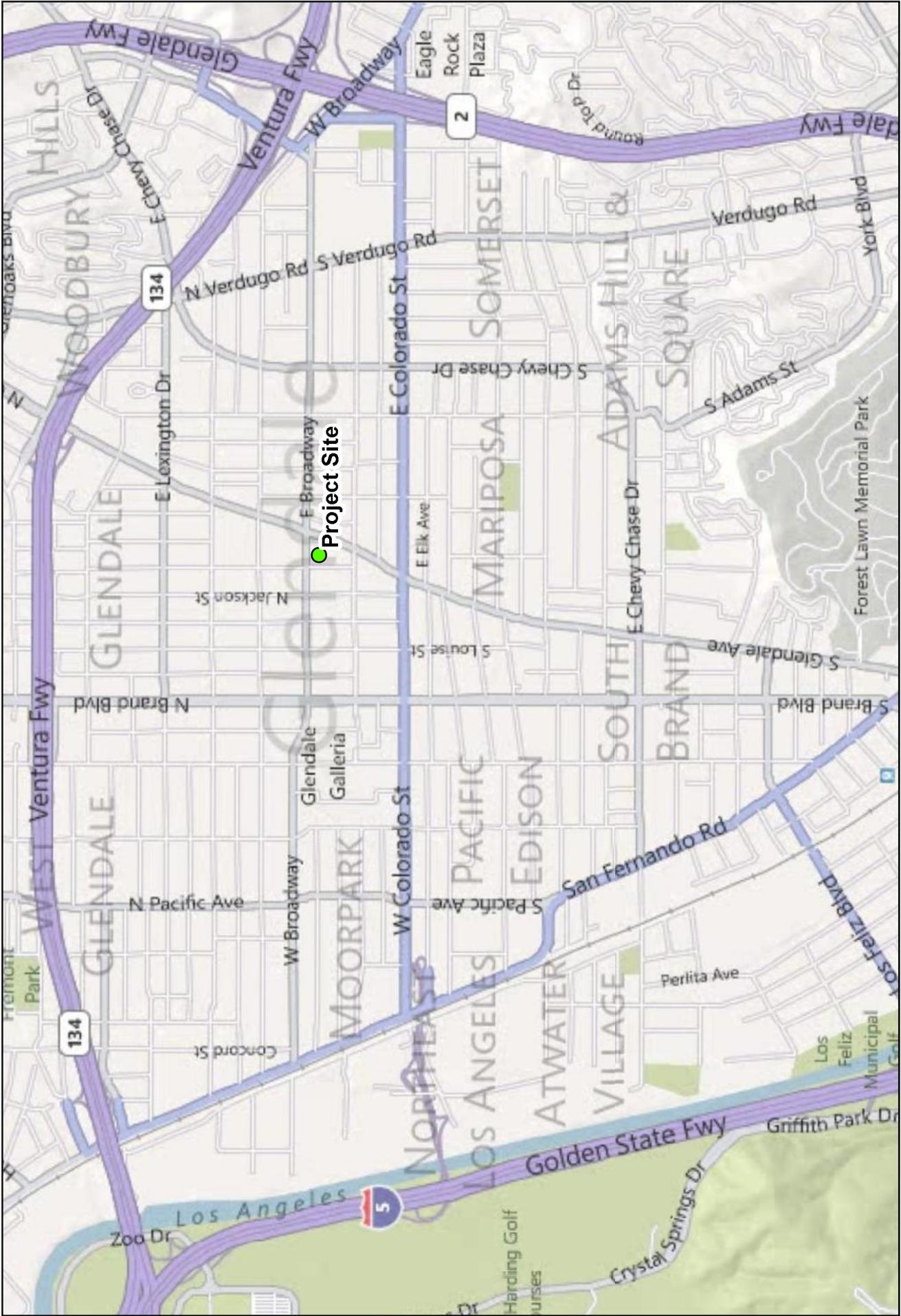
The Judicial Council of California (Judicial Council) is the policymaking body for the judicial branch of the State of California. It was created by an amendment to article VI of the California Constitution in 1926. In accordance with the California Constitution and under the leadership of the Chief Justice of the Supreme Court of California, the Council is responsible for ensuring the "consistent, independent, impartial, and accessible administration of justice." The Judicial Council's staff agency, the Administrative Office of the Courts (AOC), is responsible for implementing the Judicial Council's policies. In that role, the AOC is responsible for the implementation of the Trial Court Facilities Act of 2002, the landmark legislation that shifted the governance of courthouses from California counties to the State of California.

Following the Trial Court Facilities Act of 2002, the AOC conducted a survey to assess the physical condition of the State's courthouses. The survey showed that 90 percent of courthouses need improvements to protect the safety and security of the public, litigants, jurors, and families who are served by California's courts. In October 2008, the Judicial Council identified 41 "immediate and critical need" courthouse projects in an effort to prioritize future courthouse construction and renovation. The 41 projects are located in 34 counties across the state.

Also in 2008, Senate Bill (SB) 1407 was passed by the State legislature and signed by the Governor. SB 1407 identified funding to address "immediate and critical need" courthouse projects. Funding sources identified in SB 1407 include new court fines and fees and do not draw from the State's general fund.

The AOC has retained Zimmer Gunsulj Frasca (ZGF) Architects to design the New Glendale Courthouse. A Site Feasibility Report was also prepared by ZGF in November 2010 to assess potential layouts of the New Glendale Courthouse and associated parking. The Site Feasibility Report identified a Preferred Alternative, which is currently being pursued. The CEQA process was initiated in May 2011 by the AOC with RBF Consulting acting as the lead consultant in the preparation of an Environmental Impact Report (EIR) for the proposed project.

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05/19/2011 JN15-102242 Site Vicinity Map.mxd CLP

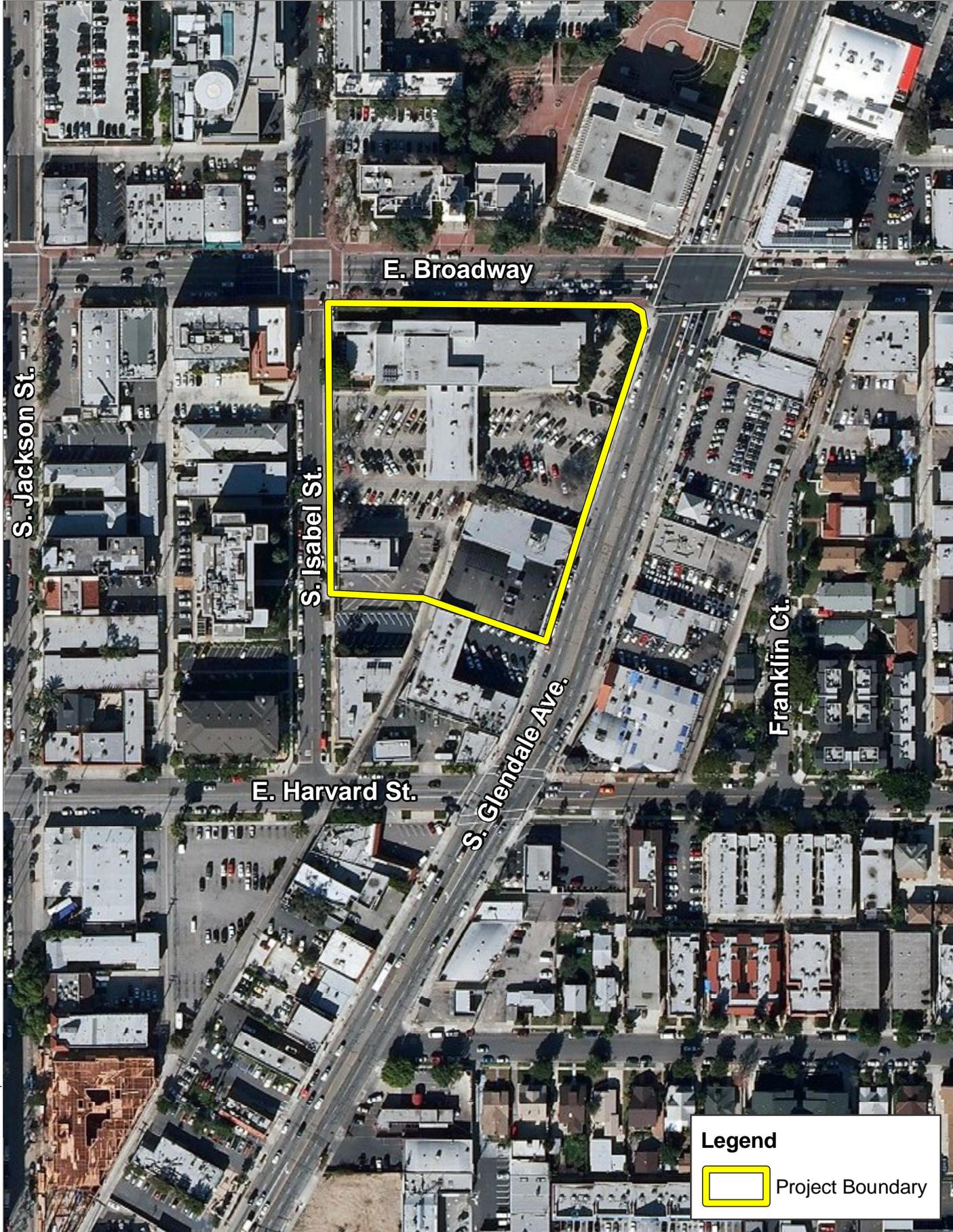
Site Vicinity Map



Source: Bing Aerial Imagery



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S. Jackson St.

E. Broadway

S. Isabel St.

Franklin Ct.

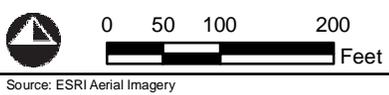
E. Harvard St.

S. Glendale Ave.

Legend

 Project Boundary

05/18/2011 .JN15-102242 Aerial Map.mxd CLP



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3.5 PROJECT OBJECTIVES AND DESIGN PRINCIPLES

The primary objective of the proposed project is to develop a new courthouse facility, identified as an “immediate and critical need,” to protect the safety and security of and to provide sufficient capacity to the public, litigants, jurors, and families who are served by California’s courts. The proposed new courthouse would continue to support criminal, traffic, small claims, and limited civil proceedings. The project will accomplish the following immediately-needed improvements to the Superior Court and enhance its ability to serve the public:

- Replace the unsafe, overcrowded, and physically and functionally deficient court-occupied space in the existing Glendale Courthouse;
- Provide space for increased criminal and civil court proceedings;
- Provide space for onsite jury assembly, which is currently unavailable;
- Create a modern, secure courthouse for criminal, traffic, small claims, and limited civil proceedings, and for the provision of basic services heretofore not provided to county residents due to space restrictions. These include a self-help center to benefit Glendale and other neighboring courthouses such as Burbank, Pasadena, Alhambra, Hollywood, and those located within central Los Angeles; a jury assembly room; appropriately-sized courtroom waiting areas and jury deliberation rooms; appropriately-sized public counter queuing areas; adequately-sized in-custody holding; attorney interview/witness waiting rooms; a children’s waiting room; and
- Create operational efficiencies through the new courthouse design.

As mentioned above, the AOC’s proposed courthouse design would conform to the specifications of the *California Trial Court Facilities Standards* (Judicial Council of California, 2011. These standards include:

- Court buildings shall represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system;
- Court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history and shall improve and enrich the sites and communities in which they are located;
- Court buildings shall represent the best in architectural planning, design, and contemporary thought, and shall have requisite and adequate spaces that are planned and designed to be adaptable to changes in judicial practice;
- Court buildings shall be economical to build, operate, and maintain;
- Court buildings shall provide a healthy, safe, and accessible environment for all occupants; and
- Court buildings shall be designed and constructed using proven best practices and technology with careful use of natural resources.

The AOC would also apply the following codes and standards to the proposed project:

1. California Building *Code*¹ (edition in effect as of the commencement of the schematic design phase of the proposed project);
2. California Code of Regulations (CCR) Title 24²;
3. California Energy Code³;

¹ <http://www.bsc.ca.gov/default.htm>

² http://www.bsc.ca.gov/title_24/default.htm

4. Americans with Disabilities Act and American Disability Act Accessibility Guidelines (Section 11)⁴; and
5. Division of the State Architect's Access Checklist⁵.

The proposed project would implement sustainable elements throughout its design, operation, and maintenance. Pursuant to the *California Trial Court Facilities Standards*, the proposed project would be designed for sustainability and, at a minimum, to the standards of a Leadership in Energy and Environmental Design (LEED) certified rating. The proposed project would be designed to the specifications of the LEED Silver rating and the AOC will seek certification of the Silver rating by the US Green Building Council⁶. A LEED Silver rating is given to those buildings who are awarded between 50-59 points in the following categories for New Construction and Major Renovations: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation and Design, and Regional Priority.

The AOC would implement the proposed project in compliance with standard conditions and requirements for State and/or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific resource impacts. Typical standard conditions and requirements include the following:

1. National Pollutant Discharge Elimination System (NPDES) for construction activities⁷;
2. Public Resources Code Section 5097 for the discovery of unexpectedly encountered human remains⁸; and
3. South Coast Air Quality Management District (SCAQMD) rules and regulations⁹.

The proposed project, using the *California Trial Court Facilities Standards*, would incorporate specific design elements into the construction and operation to avoid or reduce potential significant environmental effects. For example, the parties constructing and/or operating the proposed project would use best management practices (BMPs) and technologies aimed at conserving natural resources and limiting operating costs over the life of the building. Because the AOC is incorporating these design features into the proposed project, the design features do not constitute mitigation measures as defined by CEQA, but nonetheless serve to avoid, reduce, or offset project impacts. These are referred to as "Project Design Features" in this EIR.

3.6 PROJECT CHARACTERISTICS

3.6.1 PROJECT DESIGN AND OPERATION

The proposed project includes the construction of a five-story (maximum), approximately 110,000 square-foot courthouse with a basement. The majority of the site needed for the new courthouse is where the existing courthouse is located, and is already owned by the AOC. A small site behind the existing courthouse at 124 South Isabel Street will also be acquired for the related parking. This site is currently owned by the Board of Realtors. In addition, a second site may be acquired for parking, which is located at 135 South Glendale Avenue (the Jewel City Bowl bowling alley). However, the negotiations for this site are preliminary and not finalized at this point. The new courthouse would be constructed in generally the same location as the existing courthouse. Out of the

³ <http://www.energy.ca.gov/title24/>

⁴ <http://www.access-board.gov/ada-aba/final.cfm>

⁵ <http://www.dgs.ca.gov/dsa/Programs/progAccess/accessmanual.aspx>

⁶ <http://www.usgbc.org/>

⁷ <http://cfpub.epa.gov/npdes/>

⁸ <http://www.nahc.ca.gov/publicresource.html>

⁹ <http://www.aqmd.gov/rules/index.html>

110,000 square feet, approximately 10,000 square feet would be used by the County of Los Angeles. The remainder of the space would be used for courthouse functions. In addition to the courthouse, a parking structure will be built on what is now the Board of Realtors site. Secure parking for judicial officers would also be provided in the courthouse basement. The basement would also include a sally-port for in-custody transit; refer to Exhibit 3.0-4, *Preferred Conceptual Site Plan*. Additional project information can be found in the November 2010 *Site Feasibility Report* and on the project website at <http://www.courts.ca.gov/facilities-la-glendale.htm>. Relevant documents are available for review at AOC offices located at 2255 North Ontario Street, Suite 200, Burbank, CA 91504 and the city of Glendale Community Development Department located at 633 East Broadway, Room 103, Glendale, CA 91206.

It is important to note that the Focused EIR will be based on best available information, including the November 2010 *Site Feasibility Report*. The site layouts identified in the Site Feasibility Report are conceptual, subject to change as the project moves through the EIR, architectural design and construction process. However, the EIR will analyze worst case impacts in an effort to allow flexibility during the subsequent design phases and construction.

It is AOC's intent to retain architecturally significant elements of the existing courthouse while the remainder of the courthouse would be demolished (refer to Appendix C of this document). The AOC has discussed these architectural elements with city of Glendale Community Planning Department staff, and, through subsequent architectural design, engineering and construction will endeavor to retain those features where possible. Note that these are "locally preferred" key elements and do not represent all of the architecturally significant design features described in the *Historic Resources Report* (Appendix C). However, the Focused EIR will discuss potential impacts should the AOC not be able to retain some or all of these architectural features, due to seismic safety, construction feasibility, or other factors.

Design criteria for the proposed project are provided in the *California Trial Court Facilities Standards* which were approved by the Judicial Council in 2006 with an updated edition to be approved by the end of 2011.¹⁰

The AOC would temporarily relocate the court function to an existing city, county, or other public or private office or institutional space while the new courthouse is being constructed. This action in and of itself is categorically exempt under CEQA Guidelines Section 15268 (Ministerial Action) and Section 15327 (leasing new facilities).

The project would require minor excavations for structure foundation and the basement/sally port. This material would be transported to appropriate approved disposal sites, which are assumed to already have CEQA clearance to receive excavation materials. The excavated materials may also be taken by third parties for use in other construction projects requiring fill, which such use is assumed to be covered by other project's CEQA documents. Project excavation and construction traffic in general are anticipated to follow existing city truck routes such as Glendale Avenue to SR-134 and then to I-5 or SR-2.

3.6.2 PROJECT ACCESS, CIRCULATION, AND PARKING

Project access to the courthouse would be located off of South Isabel Street. A four level parking structure is proposed at 124 South Isabel Street, and would service the parking needs of both court staff and visitors. A drive through secured sally port is also proposed off of South Isabel Street. Secured underground parking spaces would also be located off of South Isabel Street. These parking spaces would be restricted and would only be accessed by permitted personnel.

¹⁰ The current standards can be found at http://www.courts.ca.gov/06_April_Facilities_Standards_with_Amendment1.pdf

3.6.3 UTILITIES

The courthouse would be constructed on the existing courthouse site. Therefore, the currently existing utility hookups would be used for the proposed new courthouse.

3.6.4 PROJECT CONSTRUCTION SCHEDULE AND ACTIVITIES

The selected site would be acquired in late 2011 or early 2012. Construction of the proposed project would begin in 2013, and would be completed in 2015. Building occupancy would be completed by late 2015.

Construction staging would be located on-site. Construction workers would be encouraged to carpool to the site and would report to a designated on-site staging area. The construction contractors would install fencing around the perimeter of the construction area.

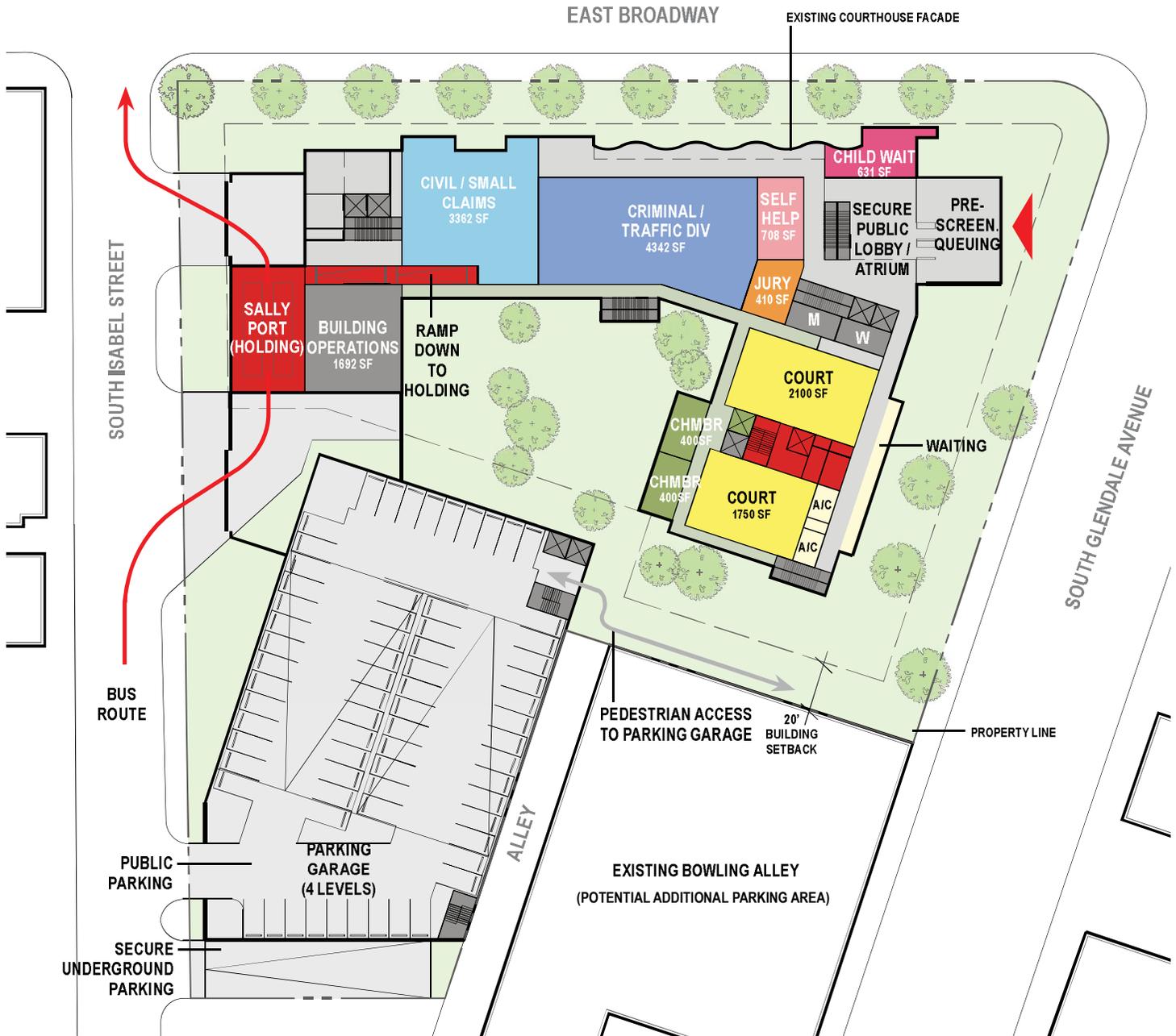
3.6.5 ENVIRONMENTAL PROTECTION MEASURES—CONSTRUCTION

The AOC will utilize BMPs and other measures throughout the construction phase to avoid or minimize potential impacts. These BMPs and other measures include:

- General measures:
 - Designate a contact person for public interaction.
 - Inform the community through the use of a website that identifies the upcoming work and potential impacts to the surrounding communities.
- Stormwater, water quality, and soil erosion management measures:
 - The AOC's construction contract will include provisions that require the construction contractor to obtain the Los Angeles Regional Water Quality Control Board's (RWQCB) approval of a Storm Water Pollution Prevention Plan (SWPPP)¹¹. Prior to the start of construction, the AOC will ensure that the construction contractor prepared a SWPPP and secured the RWQCB's approval of the plan.
 - The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction (California Stormwater Quality Association, 2003)¹².
 - For construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, and/or other measures.
 - Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion (due to the site's flat nature, site grading would be mostly limited to foundation, basement, and sally port excavation).

¹¹ <http://cfpub.epa.gov/npdes/stormwater/swppp.cfm>

¹² <http://www.dot.ca.gov/hq/construc/stormwater/manuals.htm>



This site plan is conceptual and subject to change.

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- Air quality management measures. Consistent with SCAQMD rules the construction contractor will:
 - Apply water or a stabilizing agent when necessary to exposed surfaces to prevent generation of dust plumes.
 - Moisten or cover excavated soil piles to avoid fugitive dust emissions.
 - Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions.
 - Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
 - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
 - Ensure that all construction and grading equipment is properly maintained.
 - Ensure that construction personnel turn off equipment when equipment is not in use.
 - Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
 - When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
 - Suspend heavy-equipment operations during first-stage and second-stage smog alerts.
- Noise and vibration measures. The construction contractor will:
 - Install sound barriers around the perimeter of the proposed project site when engaging in activities that will produce a prolonged noise exposure exceeding the city's noise ordinance¹³.
 - Ensure that construction operations do not use impact or sonic pile drivers. Screw piles are appropriate.
 - When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

3.6.6 REQUIRED PROJECT APPROVALS

The AOC is the agency responsible for certifying the CEQA document and approving the proposed project. Refer to Chapter 1, Section 1.6, Lead, Responsible, and Trustee Agencies for a list of required project approvals.

¹³ <http://www.ci.glendale.ca.us/gmc/8.36.asp>

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This chapter includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential short-term and long-term air quality impacts caused by the proposed project. The method of analysis for short-term construction, long-term regional (operational), local mobile-source, and toxic air emissions is consistent with the recommendations of the South Coast Air Quality Management District (SCAQMD). In addition, mitigation measures are recommended as necessary to reduce significant air quality impacts.

4.1.1 EXISTING SETTING

The city of Glendale, within Los Angeles County, California, is within the South Coast Air Basin (SCAB). The SCAB is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

4.1.2 TOPOGRAPHY, METEOROLOGY, AND CLIMATE

The city of Glendale (city) is located at the southeastern edge of the San Fernando Valley, in an area characterized by sharp contrasts in terrain. Distinct topographic features separate the city into four specific areas. From north to south these include 1) the steeply rising range front of the San Gabriel Mountains, 2) the gently south-dipping but elevated alluvial fan surface known as the La Cañada Valley at the base of the San Gabriel Mountains, 3) the lower but not less impressive bedrock highlands of the Verdugo Mountains and the San Rafael Hills, and 4) the even more gently south-dipping alluvial surface (piedmont) at the base of the Verdugo Mountains. Farther south, just outside city limits, is the northeastern end of the Santa Monica Mountains, which are locally referred to as the Hollywood Hills. Elevations in the southern part of the city range from about 420 feet above mean sea level at the southernmost point to about 800 feet at the base of the Verdugo Mountains.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semiarid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The average annual temperature varies little throughout the SCAB, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have had recorded temperatures over 100°F in recent years.

Although the SCAB has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally

referred to as “high fog,” are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the SCAB. Precipitation in the SCAB is typically nine to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the SCAB.

The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O₃) observed during summer months in the SCAB. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds.

The area in which the proposed project is located offers clear skies and sunshine, yet is still susceptible to air inversions. These inversions trap a layer of stagnant air near the ground, where it is then further loaded with pollutants. These inversions cause haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

4.1.3 EXISTING AIR QUALITY

Criteria AIR POLLUTANTS

Air pollution is a general term that refers to one or more chemical substances that degrade the quality of the atmosphere. Individual air pollutants may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation.

Seven air pollutants have been identified by the federal Environmental Protection Agency (EPA) as being of concern nationwide: CO; O₃; NO₂; particulate matter sized 10 micrometers (µm) or less (PM₁₀), also called respirable particulate and suspended particulate; fine particulate matter equal to or less than 2.5 µm in size (PM_{2.5}); sulfur dioxide (SO₂); and lead (Pb). These pollutants are collectively referred to as criteria pollutants. The sources of these pollutants, their effects on human health and the nation’s welfare, and their final deposition in the atmosphere vary considerably. Emission source types, health effects are summarized in Table 4.1-1, *Sources and Health Effects of Criteria Pollutants*.

Most of the criteria pollutants are directly emitted. O₃, however, is a secondary pollutant that is formed in the atmosphere by chemical reactions between NO_x and volatile organic compounds (VOCs), most commonly referred to as reactive organic gases (ROG). According to the most recent emissions inventory data for Los Angeles County¹, mobile sources are the largest contributors of both ROG and NO_x.

Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with state and federal standards. If a pollutant concentration is lower than the standard, the area is classified as attainment for that pollutant. If an

¹ California Air Resources Board.(2009).2008 Estimated Annual Average Emissions: Los Angeles County. Accessed June 21, 2011 from <http://www.arb.ca.gov/app/emsmv/emssumcat.php>.

area exceeds the standard, the area is classified as nonattainment for that pollutant. If there is not enough data available to determine whether the standard has been exceeded in an area, the area is designated unclassified.

Table 4.1-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute ¹ Health Effects	Chronic ² Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO _x in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO _x results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Nitrogen dioxide (NO ₂)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Sulfur dioxide (SO ₂)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO ₂ exposure to chronic health impacts
Respirable particulate matter (PM ₁₀), Fine particulate matter (PM _{2.5})	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO ₂ and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_x = oxides of nitrogen; ROG = reactive organic gases.
¹ "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
² "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.
Sources: EPA 2011.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_x in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_x are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels.

Emissions of the ozone precursors ROG and NO_x have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. During the last 20 years the maximum amount of ROG and NO_x over an 8-hour period decreased by 17 percent.

Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO₂ are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x and are reported as equivalent NO₂. Because NO₂ is formed and depleted by reactions associated with photochemical smog (ozone), the NO₂ concentration in a particular geographical area may not be representative of the local sources of NO_x emissions (EPA, 2011). There are currently no attainment designations for the federal nitrogen dioxide standard.

Carbon Monoxide

Carbon monoxide (CO) is a product of incomplete combustion, principally from automobiles and other mobile sources of pollution. CO emissions from wood-burning stoves and fireplaces can be measurable contributors. The major immediate health effect of CO is that it competes with oxygen in the blood stream and can cause death by asphyxiation. However, concentrations of CO in urban environments are usually only a fraction of those levels where asphyxiation can occur. Peak CO levels occur typically during winter months, due to a combination of stagnant weather conditions and higher emission rates, such as ground-level radiation inversions. Los Angeles County is in attainment of the federal CO standard.

Sulfur Dioxide

Sulfur dioxide (SO₂) is produced when sulfur-containing fuel is burned. Health and welfare impacts attributed to SO₂ are due to the highly irritant effects of sulfate aerosols, such as sulfuric acid, which is produced from SO₂. Natural gas contains trace amounts of sulfur, while fuel oils contain larger amounts. SO₂ can increase the occurrence of lung disease and cause breathing problems for asthmatics. It reacts in the atmosphere to form acid rain, which is destructive to lakes, streams, vegetation, and crops, as well as to buildings, materials, and works of art. All areas in the state are considered either attainment or unclassified for sulfur dioxide. Los Angeles County is in attainment of the federal SO₂ standard.

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM₁₀. PM₁₀ consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors. Fine particulate matter (PM_{2.5}) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM₁₀ emissions are generally dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM₁₀ have increased slightly over the last 20 years, and are projected to continue. PM_{2.5} emissions have remained relatively steady over the last 20 years and are projected to increase slightly through 2020. Emissions of PM_{2.5} are generally dominated by the same sources as emissions of PM₁₀.

Lead

Lead exposure can occur through multiple pathways, ingestion of lead in food caused by water, soil, or dust contamination and inhalation of air. Excessive exposure to lead can affect the central nervous system. Lead

gasoline additives, non-ferrous smelters, and battery plants were historically a significant contributor to atmosphere lead emissions. Legislation in the early 1970s required gradual reduction of the lead content of gasoline over a period of time, which has dramatically reduced lead emissions from mobile and other combustion sources. Additionally, unleaded gasoline was introduced in 1975, and together these controls have essentially eliminated violations of the lead standard for ambient air in urban areas. Los Angeles County is designated as attainment for lead.

Monitoring Station Data and Attainment Area Designations

The SCAQMD maintains a network of five air quality monitoring stations within its jurisdiction. The proposed project site is located within Source Receptor Area (SRA) 7, East San Fernando Valley. The nearest air monitoring station to the project area within SRA 7 is the Burbank – West Palm Avenue station. This air monitoring station monitors O₃, NO_x, CO, PM₁₀, and PM_{2.5}. Table 4.1-2, *Summary of Annual Data on Ambient Air Quality (2008-2010)*, summarizes the air quality data from the last 3 years.

Table 4.1-2 Summary of Annual Data on Ambient Air Quality (2008-2010)

	2008	2009	2010
8-hour OZONE (O₃)¹			
Maximum concentration (1-hr/8-hr avg, ppm)	0.133/0.110	0.145/0.097	0.073/0.063
Number of days state standard exceeded (1-hr/8-hr)	20/34	16/28	0/0
Number of days national standard exceeded (8-hr)	Not applicable/17	Not applicable/14	Not applicable/14
Nitrogen Dioxide (NO_x)¹			
Maximum concentration (ppm)	0.105	0.088	0.082
Number of days state standard exceeded	0	0	0
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable
CARBON MONOXIDE (CO)¹			
Maximum concentration (ppm)	2.48	2.89	2.33
Number of days state standard exceeded	0	0	0
Number of days national standard exceeded	0	0	0
FINE PARTICULATE MATTER (PM_{2.5})¹			
Maximum concentration (ig/m)	57.4	67.5	*
Number of days state standard exceeded	Not applicable	Not applicable	Not applicable
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable
RESPIRABLE PARTICULATE MATTER (PM₁₀)¹			
Maximum concentration (ig/m)	66.0	80.0	49.4
Number of days state standard exceeded	Not applicable	Not applicable	Not applicable
Number of days national standard exceeded	Not applicable	Not applicable	Not applicable
Notes: ig/m ³ = micrograms per cubic meter; ppm = parts per million			
1 -Measurements from the Burbank – West Palm Avenue station (Source: CARB, 2011c).			
*-There was insufficient data to determine the value.			

Both the California Air Resources Board (CARB) and EPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic

designation categories are “nonattainment,” “attainment,” and “unclassified.” “Unclassified” is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of the nonattainment designation, called “nonattainment-transitional.” The nonattainment-transitional designation is given to nonattainment areas that are progressing and nearing attainment. Attainment designations for the year 2010 with respect to the project site are shown in Table 4.1-3, *Ambient Air Quality Standards and Designations for Los Angeles County*, for each criteria air pollutant.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs) are also used to indicate the quality of ambient air. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. According to the *California Almanac of Emissions and Air Quality* (CARB, 2009), the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being diesel PM. Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a PM exposure method. This method uses the CARB emissions inventory’s PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride,

Minor sources of TACs near the proposed project could include but are not limited to: gasoline dispensing stations, dry cleaning establishments, printing operations, and auto body coating operations. Major highways and roadways are also considered sources of TAC emissions, associated with the presence of diesel PM emissions from vehicle exhaust. State Route (SR)-134 is located approximately 0.75 miles north of the proposed project site; SR-2 is located approximately 1.25 miles east of the proposed site; and Interstate 5 (I-5) is located approximately 1.7 miles west of the proposed site.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing

the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word strong to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human. The proposed project is not considered a major source of odors (e.g., wastewater treatment plant, landfill).

Sensitive Receptors

The location of a development project is a major factor in determining whether it will result in localized air quality impacts. The potential for adverse air quality impacts increases as the distance between the source of emissions and members of the public decreases. Impacts on sensitive receptors are of particular concern. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they can be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The existing site is in the vicinity of dense urban uses (commercial office buildings, retail stores, low- and high-density residential buildings). Existing land uses in the proposed project vicinity primarily include high-density residential buildings located approximately 50 feet immediately to the west, low-density residential located approximately 250 feet to the southeast and approximately 300 feet to the east, and the All for Health, Health for All medical office located approximately 145 feet to the northwest of the proposed project site. It is noted that these are conservative distances as they are measured from the exterior proposed project boundary only and not from the future locations of individual buildings within the interior of the proposed project site.

Air quality problems arise when sources of air pollutants and sensitive receptors are located near one another. The CARB notes that a sensitive receptor in close proximity to a congested intersection or roadway with high levels of emissions from motor vehicles, with high concentrations of CO, fine PM, or TACs, is a common concern. A sensitive receptor close to a source of high levels of nuisance dust emissions is also a concern.

Table 4.1-3 Ambient Air Quality Standards and Designations for Los Angeles County

Pollutant	Averaging Time	California		National Standards ¹	
		Standards ^{2,3}	Attainment Status ⁴	Primary ³	Attainment Status ⁶
Ozone O ₃	1-hour	0.09 ppm (180 µg/m ³)	EN ⁷	-	-
	8-hour	0.070 ppm (137 µg/m ³)	N	0.075 ppm (147 µg/m ³)	N
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m ³)	A	35 ppm (40 mg/m ³)	U/A
	8-hour	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	N	53 ppb (100 µg/m ³)	U/A
	1-hour	0.18 ppm (339 µg/m ³)		100 ppb (188 µg/m ³)	
	24-hour	0.04 ppm (105 µg/m ³)		-	
Sulfur Dioxide (SO ₂)	3-hour	-	A	0.5 ppm (1300 µg/m ³) ⁵	A
	1-hour	0.25 ppm (655 µg/m ³)		0.5 ppm (1300 µg/m ³) ⁵	
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	N	-	N
	24-hour	50 µg/m ³		150 µg/m ³	
Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	N	15.0 µg/m ³	N
	24-hour	-		35 µg/m ³	
	30-day Average	1.5 µg/m ³		-	
Lead ⁸	Calendar Quarter	-	N	1.5 µg/m ³	-
	Rolling 3-Month Avg	-		0.15 µg/m ³	

Table 4.1-3 Ambient Air Quality Standards and Designations for Los Angeles County

Pollutant	Averaging Time	California Standards ^{2,3}		National Standards ¹	
		Standards ^{2,3}	Attainment Status ⁴	Primary ³	Attainment Status ⁶
<p>Notes: $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; ppm = parts per million</p> <p>¹ National standards (other than ozone, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when 99% of the daily concentrations, averaged over 3 years, are equal to or less than the standard. The $\text{PM}_{2.5}$ 24-hour standard is attained when 98 % of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current federal policies.</p> <p>² California standards for ozone, CO (except Lake Tahoe), SO_2 (1- and 24-hour), NO_2, PM, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.</p> <p>³ Concentration expressed first in units in which it was promulgated [i.e., parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$)]. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.</p> <p>⁴ Unclassified (U): a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.</p> <p>Attainment (A): a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a 3-year period.</p> <p>Nonattainment (N): a pollutant is designated nonattainment if there was a least one violation of a state standard for that pollutant in the area.</p> <p>Nonattainment/Transitional (NT): is a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant.</p> <p>⁵ Secondary Standard</p> <p>⁶ Nonattainment (N): any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.</p> <p>Attainment (A): any area that meets the national primary or secondary ambient air quality standard for the pollutant.</p> <p>Unclassifiable (U): any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant.</p> <p>Maintenance (M): any area previously designated nonattainment pursuant to the CAAA of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.</p> <p>⁷ Extreme Nonattainment (EN): for ozone a pollutant is designated extreme nonattainment if the highest one-hour level of ozone experienced during the design year exceeds 0.280 ppm.</p> <p>⁸ CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p> <p>Source: CARB, 2010a; CARB, 2010b.</p>					

4.1.4 REGULATORY SETTING

As stated previously, the proposed project site is located in the SCAB. Air quality at the proposed project site are regulated by the EPA, CARB, SCAQMD, and the city of Glendale. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

Concentrations of several air pollutants (i.e., ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead) indicate the quality of ambient air and are therefore the premise of air quality regulations. Because these pollutants are the most prevalent air pollutants known to be harmful to human health, they are commonly referred to as “criteria air pollutants.” Their effects on human health have been studied in depth and their criteria for affecting health have been documented. Acceptable levels of exposure to criteria air pollutants have been determined and ambient standards have been established for them (refer to Table 4.1-3).

Air quality regulations also focus on TACs, or in federal parlance, hazardous air pollutants (HAPs). In general, for those TACs that may cause cancer, all concentrations present some risk. In other words, there is no threshold level below which adverse health impacts may not be expected to occur. EPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology (MACT and BACT) for toxics to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by SCAQMD, establish the regulatory framework for TACs.

Federal Plans, Policies, Regulations, and Laws

Criteria Air Pollutants

At the federal level, EPA implements the national air quality programs. EPA’s air quality mandates are drawn primarily from the Federal Clean Air Act (CAA), enacted in 1970. The most recent major amendments were made by Congress in 1990.

The CAA requires EPA to establish national ambient air quality standards (NAAQS). As shown in Table 4.1-3, the EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead (CARB, 2010a). The primary standards protect public health and the secondary standards protect public welfare. The CAA also requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The Federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA reviews all state SIPs to determine whether they conform to the mandates of the CAA and its amendments and whether implementing them will achieve air quality goals. If the EPA determines a SIP to be inadequate, a Federal Implementation Plan that imposes additional control measures may be prepared for the nonattainment area. If the state fails to submit an approvable SIP or to implement the plan within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basins.

Hazardous Air Pollutants

The EPA has programs for identifying and regulating HAPs. Title III of the CAAA directed to issue national emissions standards for HAPs (NESHAP). The NESHAP may be different for major sources than for area sources of HAPs. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (TPY) of any HAP or more than 25 TPY of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be issued in two phases. In the first phase (1992–2000), the EPA

developed technology-based emission standards designed to produce the maximum emission reduction achievable and are generally referred to as requiring MACT. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the EPA is required to issue emissions standards based on health risks where the standards are deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

The CAAA also requires the EPA to issue vehicle or fuel standards containing reasonable requirements that control toxic emissions, at a minimum for benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 requires the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

State Plans, Policies, Regulations, and Laws

Criteria Air Pollutants

The CARB coordinates and oversees the state and local programs for controlling air pollution in California and implements the California Clean Air Act (CAA), adopted in 1988. The California CAA requires the CARB to establish California ambient air quality standards (CAAQS) (refer to Table 4.1-3) (CARB, 2010a). The CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The California CAA requires that all local air districts in the state endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources. The CARB also oversees local air district compliance with federal and state laws, approving local air quality plans, submitting SIPs to the EPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Statutes of 1983]) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588 [Statutes of 1987]). AB 1807 sets forth a formal procedure for the CARB to designate substances as TACs. This process includes research, public participation, and scientific peer review before the CARB can designate a substance as a TAC. The CARB has identified more than 21 TACs to date and has adopted the EPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs.

Once a TAC is identified, the CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there no safe threshold exists, the measure must incorporate BACT to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

The CARB has adopted diesel exhaust control measures and more stringent emissions standards for various

transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Recent and upcoming milestones for transportation-related mobile sources include a low-sulfur diesel fuel requirement and tighter emissions standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide. Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan, it is expected that diesel PM concentrations will be 75 percent less than the estimated year-2000 level in 2010 and 85percent less in 2020. Adopted regulations are also expected to continue to reduce formaldehyde emissions from cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB, 2005) provides guidance concerning land use compatibility with TAC sources. While not a law or adopted policy, the handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. A number of comments on the handbook were provided to the CARB by air districts, other agencies, real estate representatives, and others. The comments included concern over whether the CARB was playing a role in local land use planning, the validity of relying on static air quality conditions over the next several decades in light of technological improvements, and support for providing information that can be used in local decision making.

Regional and Local Plans, Policies, Regulations, and Ordinances

South Coast Air Quality Management District

The SCAQMD is one of 35 air quality management districts that have prepared AQMP's to accomplish a five-percent annual reduction in emissions. The *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP) relies on a multi-level partnership of governmental agencies at the federal, state, regional, and local level. The 2007 AQMP proposes policies and measures to achieve federal and state standards for improved air quality in the SCAB and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The 2007 AQMP includes new information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, SCAQMD, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for PM_{2.5} and O₃;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

The SCAB is currently in non-attainment for ozone and particulate matter. The 2007 AQMP states that "the overall control strategy for this Final Plan is designed to meet applicable federal and state requirements, including attainment of ambient air quality standards. The focus of the Plan is to demonstrate attainment of the federal PM_{2.5} ambient air quality standard by 2015 and the federal 8-hour ozone standard by 2024, while making expeditious progress toward attainment of state standards. The proposed strategy, however, does not attain the

previous federal 1-hour ozone standard by 2010 as previously required prior to the recent change in federal regulations.”

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States. With respect to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2007 AQMP. SCAG is responsible under the Federal CAA for determining conformity of projects, plans, and programs with the SCAQMD.

City of Glendale General Plan

Applicable goals from the Air Quality Element of the city of Glendale’s *General Plan (General Plan)*, February 1994, relative to the proposed project include the following:

- Goal 1: Air quality shall be healthful for all residents of Glendale.
 - Policy a: Reduce Glendale’s contribution to regional emissions in a manner both efficient and equitable to residents and businesses, since emissions generated within Glendale affect regional air quality.
 - Policy c: Comply with the Air Quality Management Plan prepared by the South Coast Air Quality Management District and Southern California Association of Governments.
- Goal 4: The reliance on automobile transportation will be reduced.
 - Policy a: Coordinate land-use planning with existing and planned transportation systems to encourage the use of public transportation systems and non-polluting transportation in future development.
 - Policy b: Promote the use of public transportation and non-polluting transportation in standards for new construction.

4.1.5 IMPACT ANALYSIS

This section describes the proposed project’s construction-related (short-term) and operation-related (long-term) effects on air quality. The discussion includes the criteria for determining the level of significance of the effects and a description of the methods and assumptions used to conduct the analysis.

Method of Analysis

Short-term construction-related and long-term operation-related (regional and local) impacts, as well as impacts from TACs and odors were assessed in accordance with SCAQMD-recommended methodologies. Given the replacement nature of the New Glendale Courthouse, “new” project emissions would primarily consist of construction-related emissions. As discussed further below, the long-term operational emissions are anticipated to be similar or less than existing operational emissions, considering that the proposed project will incorporate

more energy-efficient site design and energy conservation measures. Nonetheless, the EIR evaluates operational emissions without attempting to quantify or reduce emissions based on existing operational emissions.

Short-term emissions of criteria air pollutants (e.g., CO, SO_x, PM₁₀ and PM_{2.5}) generated by project construction and ozone precursors (e.g., ROG and NO_x) were assessed in accordance with SCAQMD-recommended methods. Where quantification was required, these emissions were modeled using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program as recommended by the SCAQMD.² CalEEMod is designed to model construction emissions for land use development projects and allows for the input of project-specific information. Project-generated emissions were modeled based on general information provided in the proposed project description and SCAQMD-recommended and default CalEEMod model settings to estimate reasonable worst-case conditions. Construction emissions modeling was assumed to occur over 3 years, from 2012 to 2014.

Project-generated, regional area- and mobile-source emissions of criteria air pollutants and ozone precursors were also modeled using the CalEEMod computer program. CalEEMod allows land use selections that include project location specifics and trip generation rates. CalEEMod accounts for area-source emissions from the use of natural gas, landscape maintenance equipment, and consumer products and from mobile-source emissions associated with vehicle trip generation. Project-generated emissions were modeled based on proposed land uses and general information provided in the project description.

Other air quality impacts (i.e., CO, TACs, and odors) were assessed in accordance with methodologies recommended by CARB and SCAQMD.

Significance Criteria

Air Quality Thresholds

Under CEQA, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal CAA, the SCAQMD has adopted federal attainment plans for O₃ and PM₁₀. The SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The CEQA Air Quality Handbook also provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts. If a project proposes development in excess of the established thresholds, as outlined in Table 4.1-4, *South Coast Air Quality Management District Emissions Thresholds*, a significant air quality impact may occur and additional analysis is warranted to fully assess the significance of impacts.

² South Coast Air Quality Management District. (February 2011). 2008 California Emissions Estimator Model User's Guide (Version 2011.1). Accessed June 21, 2011 from <http://www.aqmd.gov/caleemod/default.htm>.

Table 4.1-4 South Coast Air Quality Management District Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993.

Local Carbon Monoxide Standards

In addition, the significance of localized project impacts depends on whether ambient CO levels in the vicinity of the proposed project are above or below state and federal CO standards, as follows:

- If the project causes an exceedance of either the state one-hour or eight-hour CO concentrations, the project would be considered to have a significant local impact.
- If ambient levels already exceed a state or federal standard, then project emissions would be considered significant if they increase one-hour CO concentrations by 1.0 ppm or more, or eight-hour CO concentrations by 0.45 ppm or more pursuant to SCAQMD Rule 1303(b).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (revised July 2008) document for guidance.³ The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors.

Cumulative Emissions Thresholds

The SCAQMD's 2007 AQMP was prepared to accommodate growth, meet State and Federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the SCAQMD CEQA Air Quality Handbook, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary. If a project exceeds these emission thresholds, the SCAQMD CEQA Air Quality Handbook states that the significance of a project's contribution to cumulative impacts should be determined based on whether the rate of growth in average daily trips exceeds the rate of growth in population.

Thresholds of Significance

For the purposes of this EIR, impacts to air quality are considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

³ South Coast Air Quality Management District. (revised July 2008). Final Localized Significance Threshold Methodology. Accessed June 21, 2011 from http://www.aqmd.gov/ceqa/handbook/LST/Method_final.pdf.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for O3 precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

Refer to Chapter 4.2, *Climate Change*, for a discussion regarding greenhouse gas emissions and global climate change.

Existing Regulations and Project Design Features

Existing local, state and federal regulations noted above will avoid or mitigate potential impacts related to air quality. As identified in Section 3.5, *Project Objectives and Design Principles*, and Section 3.6.5, *Environmental Protection Measures*, the proposed project will implement the following project design features which will also serve to reduce, avoid or offset potentially adverse impacts:

- Implement sustainable elements throughout the project design, operation, and maintenance.
- Designed the project to the specifications of the LEED Silver rating and seek certification of the Silver rating by the US Green Building Council.
- Apply water or a stabilizing agent when necessary to exposed surfaces to prevent generation of dust plumes.
- Moisten or cover excavated soil piles to avoid fugitive dust emissions.
- Discontinue construction activities that generate substantial dust blowing on unpaved surfaces during windy conditions.
- Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed project site.
- Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions.
- Ensure that all construction and grading equipment is properly maintained.
- Ensure that construction personnel turn off equipment when equipment is not in use.
- Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.

IMPACTS AND MITIGATION MEASURES

Impact 4.1-1	Air Quality Plan Consistency. Development of the proposed project would conflict with or obstruct implementation of an applicable air quality plan. Therefore, this is a potentially significant impact.
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The proposed project is located within the SCAB, which is governed by the SCAQMD. Consistency with the 2007 AQMP means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the federal and state air quality standards.

According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the 2007 AQMP, two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the Project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant emissions relative to localized pollutant concentrations, rather than to total regional emissions, an analysis of the proposed project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed under Impact Statement 4.1-3, localized concentrations of CO and NO_x have been analyzed for the proposed project, and would be below SCAQMD thresholds. SO_x emissions would be negligible during construction and long-term operations, and therefore would not have the potential to cause or affect a violation of the SO_x ambient air quality standard. However, localized concentrations for PM₁₀ and PM_{2.5} would be exceeded during the demolition and grading phases (during the first five months of construction) of the proposed project. Because ROG is not a criteria pollutant, there is no ambient standard or localized threshold for ROG. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. ROG emissions would exceed the SCAQMD threshold of 75 lb/day in 2014 primarily as a result of architectural coatings. Therefore, the proposed project could increase the frequency and severity of existing air quality violations.

b) Would the Project cause or contribute to new air quality violations?

As discussed under Impact Statement 4.1-2 and 4.1-3, the proposed project would result in emissions that would exceed the SCAQMD thresholds for PM₁₀, PM_{2.5}, and ROG. Therefore, the proposed project would have the potential to cause or affect a violation of the ambient air quality standards.

c) Would the Project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The proposed project would result in significant and unavoidable impacts with regard to localized concentrations for PM₁₀ and PM_{2.5} and regional concentrations of ROG during construction and less than significant impacts during operations. As such, the proposed project may delay the timely attainment of air quality standards or 2007 AQMP emissions reductions.

Therefore, in regard to the proposed project's contribution to air quality violations and/or delay of attainment (Criterion 1), this impact is considered **significant and unavoidable for ROG, PM₁₀, and PM_{2.5} emissions**.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project

consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the Project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2007 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the city of Glendale *General Plan*, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG), and SCAG's 2008 Regional Transportation Plan (RTP). The RTP also provides socioeconomic forecast projections of regional population growth. The proposed project site is located within Glendale's Downtown Specific Plan (Specific Plan) in the Civic Center District, which has a General Plan land use designation of "Downtown Specific Plan (DSP)." The Specific Plan explicitly states that civic offices are permitted. Therefore, the proposed project would not conflict with the land use designation of "DSP" as the proposed project would be considered a civic use. Thus, the proposed project is consistent with city-wide plans for population growth at the proposed project site. The proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the city; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the 2007 AQMP, it can be concluded that the proposed project would be consistent with the projections.

b) Would the Project implement all feasible air quality mitigation measures?

The proposed project would result in significant and unavoidable air quality impacts as discussed in Impact Statement 4.1-2 and 4.1-3, below. Compliance with emission reduction measures identified by SCAQMD would be required as identified below under Impact Statement AQ-2. As such, the proposed project meets this AQMP consistency criterion.

c) Would the Project be consistent with the land use planning strategies set forth in the AQMP?

The proposed project is an infill development project, located within an urbanized portion of the city on a previously disturbed and occupied site. The proposed project site is located within downtown Glendale and is in proximity to transit and a mix of uses. The proposed project would not conflict with city or SCAG policies.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of the proposed project on air quality in the SCAB. The proposed project may not result in a long-term impact on the region's ability to meet state and federal air quality standards. Also, the proposed project would not be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project is an infill project, and its long-term influence would be consistent with the goals and policies of the AQMP. This impact is considered **significant and unavoidable for ROG, PM₁₀, and PM_{2.5} emissions.**

Mitigation Measures

Refer to Mitigation Measure AQ-1, below.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in significant and unavoidable impacts with regard to ROG, PM₁₀, and PM_{2.5} emissions.

Impact 4.1-2	Short-Term Construction and Long-Term Operational Emissions of Criteria Pollutants. Short-term construction or operational emissions at the Project site could exceed SCAQMD's significance thresholds for criteria pollutants and, thus, could contribute to pollutant concentrations that exceed the NAAQS or CAAQS. Therefore, this is a potentially significant impact.
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SHORT-TERM CONSTRUCTION IMPACTS

Criteria Pollutant Emissions

Construction emissions are described as “short term” or temporary in duration and may represent a significant impact on air quality. Construction-related activities would result in project-generated emissions of ROG, CO, NO_x, SO_x, PM₁₀, and PM_{2.5} from site preparation (e.g., excavation, grading, and clearing), off-road equipment, material delivery, and worker commute exhaust emissions, vehicle travel, and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings). Fugitive dust emissions are associated primarily with site preparation and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance, vehicle miles traveled (VMT) on- and off-site, and other factors. Ozone precursor emissions of ROG and NO_x are associated primarily with construction equipment exhaust and the application of architectural coatings.

The proposed project includes an area of approximately 110,000 building gross square feet (bgsf) which comprises the gross floor area of structures to be constructed as part of the proposed project. For the purposes of this analysis, construction was assumed to take place over 3 years (2012–2014). Please see Appendix B for model input and output parameters, detailed assumptions, and daily construction emissions estimates. Project construction emissions are summarized in Table 4.1-5, *Summary of Modeled Short-Term Construction-Generated Emissions*.

Table 4.1-5 Summary of Modeled Short-Term Construction-Generated Emissions

Source	ROG (lb/day)	NO _x (lb/day)	CO (lb/day)	SO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
Year 2012						
Maximum lb/day	13.72	97.39	67.19	0.11	13.82	9.15
SCAQMD significance thresholds	75	100	550	150	150	55
<i>Thresholds Exceeded?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Year 2013						
Maximum lb/day	6.30	41.90	33.11	0.06	4.05	2.55
SCAQMD significance thresholds	75	100	550	150	150	55
<i>Thresholds Exceeded?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Year 2014						
Maximum lb/day	130.30	70.80	53.61	0.09	6.71	5.02
SCAQMD significance thresholds	75	100	550	150	150	55
<i>Thresholds Exceeded?</i>	<i>Yes⁴</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Notes: lb/day = pounds per day; NO _x = oxides of nitrogen; PM _{2.5} = fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less; PM ₁₀ = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases; SCAQMD = South Coast Air Quality Management District. See Appendix B for modeling results. Source: Data Modeled by RBF Consulting in June 2011.						

Based on the modeling, construction of the proposed project would result in maximum unmitigated daily emissions of approximately 97.39 lb/day of NO_x, 0.11 lb/day of SO_x, 13.82 lb/day of PM₁₀, and 9.15 lb/day of PM_{2.5}, which do not exceed SCAQMD thresholds for criteria pollutants (see discussion below for ROG exceedance). Although unmitigated emissions for PM₁₀ and PM_{2.5} are below SCAQMD thresholds, standard mitigation in compliance with SCAQMD rules and regulations would be implemented. With the application of Mitigation Measure AQ-1, which requires adherence to SCAQMD Rule 403 and other dust control techniques, PM₁₀ and PM_{2.5} emissions would be further reduced. NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions would be further reduced with implementation of Mitigation Measures AQ-2 through AQ-4, which require the covering of haul trucks, ensuring construction equipment is in good condition and in proper tune per manufacturer's specifications, and requiring the use of Tiers 2, 3, and 4 engines in construction equipment.

ROG emissions would not exceed the SCAQMD threshold of 75 lb/day in 2012 or 2013. However, due to the size of the proposed building, the project would generate 130.30 lb/day of ROG emissions in 2014, which would exceed the SCAQMD threshold of 75 lb/day. The majority of ROG emissions are attributed to the application of architectural coatings. Therefore, Mitigation Measure AQ-5 requires the contractor to use high-pressure, low-volume paint applicators, requires the ROG content to be lower than that specified by SCAQMD Rule 1113, recommends the use of building materials that do not require painting, and recommends pre-painted construction materials. Although implementation of Mitigation Measure AQ-5 would reduce ROG emissions in 2014, ROG emissions would still exceed the SCAQMD threshold of 75 lb/day. It is noted that ROG emissions from architectural coating would be temporary (occurring over approximately two months) and would cease upon project completion. However, this impact remains significant, as ROG in 2014 exceeds the SCAQMD threshold.

⁴ As shown in Appendix B, the ROG exceedance only occurs should The Jewel Bowl building be acquired and demolished.

As seen in Table 4.1-5, impacts from construction-related emissions are considered less than significant for NO_x, CO, SO_x, PM₁₀ and PM_{2.5} in 2012, 2013, and 2014, and for ROG in 2012 and 2013. In addition, daily unmitigated emissions of the ozone precursor NO_x would not exceed SCAQMD's significance threshold. However, ROG emissions would exceed SCAQMD thresholds in 2014 from architectural coatings even with implementation of Mitigation Measure AQ-5. This impact is considered **significant and unavoidable for ROG 2014 emissions**. Although "significant and unavoidable", this impact is temporary, is typical of urban construction projects, and could occur without the proposed project through the normal course of building repainting programs for the existing Courthouse.

Asbestos in Buildings

The SCAQMD has been delegated by the EPA as the local enforcement agency for the Asbestos NESHAP portion of the Federal CAA. State and federal law require notification to the SCAQMD before certain demolition and renovation activities can occur. As the proposed project would involve the demolition of existing structures at the project site, NESHAP would apply. SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, specify requirements during construction activities. Rule 1403 requires asbestos surveying, notification, asbestos removal procedures, and storage, disposal, and landfilling requirements for waste materials (SCAQMD). Therefore, with adherence to SCAQMD regulations regarding demolition, asbestos impacts would be considered **less than significant**.

Naturally Occurring Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (dated August 2000), the proposed project is not located in an area where NOA is likely to be present. Therefore impacts would be considered **less than significant**.

Mitigation Measures

AQ-1 Prior to grading, the grading plan, building plans, and specifications will stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. In addition, SCAQMD Rule 402 requires implementation of dust

suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active grading portions of the construction site shall be watered at least twice daily to prevent excessive amounts of dust;
- On-site vehicle speed shall be limited to 15 miles per hour;
- Any temporary on-site construction routes shall be paved where feasible, watered as needed (to maintain a moisture content of 12 percent), or chemically stabilized;
- Visible dust beyond the property line which emanates from the Project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- Replace ground cover on disturbed areas quickly;
- Implement street sweeping program with Rule 1186-compliant PM₁₀ efficient vacuum units;
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive exposed graded areas (previously graded areas inactive for 10 days or more);
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph;
- Prohibit truck idling in excess of 5 minutes, on- and off-site;
- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water); and
- Reroute construction haul trucks away from congested streets or sensitive receptor areas.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

AQ-3 The grading plan, building plans and specifications shall, in compliance with SCAQMD Rule 403, indicate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications. A set of maintenance records shall be maintained by AOC before grading commences.

AQ-4 Prior to grading, AOC shall implement the following measures during project construction to reduce air quality impacts from construction equipment exhaust:

- April 1, 2010, to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

AQ-5 The AOC shall incorporate the following into construction plans and specifications, which shall be implemented to reduce ROG emissions resulting from application of architectural coatings:

- Contractors shall use high-pressure, low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Coatings and solvents with a ROG content lower than required under Rule 1113 shall be used;
- Construction and building materials that do not require painting shall be used to the extent feasible; and
- Pre-painted construction materials shall be used to the extent feasible.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in significant and unavoidable impacts with regard to ROG 2014 emissions.

LONG-TERM OPERATIONAL IMPACTS

Project-generated, regional operational emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} were modeled using the CalEEMod computer program. This modeling was based on proposed land use types and SCAQMD-recommended and default CalEEMod model settings. It is noted that the proposed project would result in negligible, if any, net new daily traffic trips as the New Glendale Courthouse would directly replace the existing

courthouse at the same site (in addition, current operational emissions from the Board of Realtors building and potentially The Jewel City Bowl building would be eliminated). Therefore, mobile-source emissions have not been included in this analysis.

Table 4.1-6, *Summary of Modeled Operational Emissions of Criteria Air Pollutants and Precursors*, summarizes the modeled project-generated, operational-related emissions of criteria air pollutants and ozone precursors for project buildout conditions in 2014, the earliest possible year of project operation. The proposed project's buildout schedule is uncertain, but would occur over a period of approximately three years. As shown in Table 4.1-6, operation-related activities during 2014 would result in project-generated unmitigated emissions of approximately 6.18 lb/day of ROG, 0.32 lb/day of NO_x, 0.27 lb/day of CO, 0.00 lb/day of SO_x, 0.02 lb/day of PM₁₀, and 0.02 lb/day of PM_{2.5}, which are below the SCAQMD thresholds. The building is anticipated to be up to five stories in height and would include eight courtrooms.

In addition, the following project design feature would further reduce the emissions.

- The proposed project would be designed to the specifications of the LEED Silver rating, at a minimum, and the AOC will seek certification of the Silver rating by the US Green Building Council.

Table 4.1-6 Summary of Modeled Operational Emissions of Criteria Air Pollutants and Precursors

Source	ROG (lb/day)	NO _x (lb/day)	CO (lb/day)	SO _x (lb/day)	PM ₁₀ (lb/day)	PM _{2.5} (lb/day)
First Year of Project Operation (2015)						
Unmitigated Area Sources	6.18	0.00	0.00	0.00	0.00	0.00
Unmitigated Energy Sources	0.04	0.32	0.27	0.00	0.02	0.02
Total Unmitigated Emissions	6.22	0.32	0.27	0.00	0.02	0.02
SCAQMD significance thresholds	55	55	550	150	150	55
<i>Thresholds Exceeded?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Notes: NO _x = oxides of nitrogen; PM ₁₀ = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM _{2.5} = fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM _{2.5} is a subset of PM ₁₀); ROG = reactive organic gases; SCAQMD = South Coast Air Quality Management District; lb/day = pounds per day. Refer to Appendix B for detailed assumptions and modeling output files.						

Stationary Sources

It is likely that the proposed project would install a diesel-fueled emergency backup generator onsite. Such stationary equipment would be required to obtain the appropriate permits from SCAQMD, which would ensure that stationary sources comply with applicable regulations to reduce potential air quality impacts. Such sources of emissions from a diesel-fueled backup generator would appear relatively minor in combination with the mobile- and area-source emissions displayed in Table 4.1-6, because it would be used infrequently during emergency situations and for periodic testing. As a result, the impact attributable to the operation of stationary sources is considered less than significant.

Because electrical generating facilities for the San Fernando Valley region are located either outside SCAQMD or are offset through pollution credits, emissions from increased energy use would not affect the SCAB and are not included in this assessment for regional pollutants. Furthermore, the proposed project is essentially a replacement project, with negligible new energy-related emissions, if any, and these may actually be reduced due to elimination of energy-related emissions from one or both parcels noted above, as well as incorporation of modern energy-efficient equipment and site design, sufficient to qualify for LEED Silver certification.

Thus, daily unmitigated long-term operational emissions would not exceed SCAQMD's significance thresholds for criteria pollutants and would not be expected to contribute to concentrations that exceed the NAAQS or CAAQS. This impact is considered **less than significant**. No mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.1-3	Exposure of Sensitive Receptors to Substantial Pollutant Concentrations. Construction and operation of the proposed project could expose sensitive receptors to substantial pollutant concentrations. Therefore, this is a potentially significant impact.
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To identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts. However, as no stationary emission sources are proposed, LSTs for project operations do not apply. Also, the LST methodology is not designed to evaluate localized impacts from mobile sources. Therefore, localized impacts from project operations are analyzed by the carbon monoxide hotspots analysis provided below.

Localized Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections. No increase in traffic is anticipated because the project is the replacement of an existing building.

As previously noted, the city is located in the SCAB, which is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2007 AQMP. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the SCAB, and would likely experience the highest CO concentrations. Of these locations, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most-congested intersections in Southern California with an average daily trip (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any locations within the city of Glendale due to the volume of traffic that would occur as a result

of the proposed project. Therefore, effects related to CO concentrations would be **less than significant**.

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The proposed project is located within SRA 7, East San Fernando Valley.

For project operations, the conservative two-acre threshold was utilized along with a distance of 25 meters to the nearest sensitive receptor. As the nearest sensitive uses are approximately 25 meters from the proposed project site, the LST values for 25 meters was utilized. As seen in Table 4.1-7, *Localized Significance of Emissions*, operational emissions are far below the LSTs, and a less than significant impact would occur in this regard.

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the proposed project would disturb approximately one acre of land per day; therefore, the LST thresholds for one acre was utilized for the construction LST analysis. The closest sensitive receptors to the proposed project site are residential uses adjacent to the northwest and southwest of the proposed site. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses are approximately 25 meters from the proposed project site, the LST values for 25 meters was utilized.

Table 4.1-7 shows the construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 7, East San Fernando Valley. As shown in Table 4.1-7, construction emissions would exceed LSTs for SRA 7 in 2012 for PM₁₀ and PM_{2.5} with implementation of Mitigation Measure AQ-1. However, impacts to nearby sensitive receptors would be temporary and would cease upon project completion. In addition, construction impacts are typical of similarly sized building demolitions and renovations, which are generally processed through a Categorical Exemption pursuant to *CEQA Guidelines* Section 15302. In general, modeling through using CalEEMod is inherently conservative in its forecasting, and thus the proposed project may in actuality result in emissions below LST thresholds. Additionally, LSTs for PM₁₀ and PM_{2.5} would be exceeded only during the demolition and grading phases which are anticipated to take place over approximately the first 5 months of construction. All other construction emissions as well as operational emissions would not exceed the LSTs for SRA 7. This impact is considered **significant and unavoidable** for PM₁₀ and PM_{2.5} emissions.

Table 4.1-7 Localized Significance of Emissions

Source	Emissions (lb/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction				
2012				
Total Mitigated On-Site Emissions	75.14	44.19	5.68	4.42
Localized Significance Threshold	80	498	4	3
Thresholds Exceeded?	No	No	Yes	Yes
2013				
Total Mitigated On-Site Emissions	34.66	23.45	2.28	2.28
Localized Significance Threshold	80	498	4	3
Thresholds Exceeded?	No	No	No	No
2014				
Total Mitigated On-Site Emissions	32.09	23.20	2.74	2.74
Localized Significance Threshold	80	498	4	3
Thresholds Exceeded?	No	No	No	No
Operations				
Area/Energy Source Emissions	0.32	0.27	0.02	0.02
Localized Significance Threshold	114	786	2	1
Thresholds Exceeded?	No	No	No	No
Notes: NO _x = oxides of nitrogen; PM ₁₀ = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; PM _{2.5} = fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM _{2.5} is a subset of PM ₁₀); ROG = reactive organic gases; lb/day = pounds per day Refer to Appendix B for detailed assumptions and modeling output files.				

Mitigation Measures

Refer to Mitigation Measure AQ-1.

Impact 4.1-4 Exposure of Sensitive Receptors to Excessive Odors. Neither the short-term construction nor the long-term operation of the proposed project would result in the exposure of sensitive receptors to excessive odors. Therefore, this is a **less than significant** impact.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activity associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are considered **less than significant**.

Mitigation Measures

No mitigation is required.

4.1.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in **significant and unavoidable impacts** for the following areas:

Air Quality Plan Consistency. The SCAB is in nonattainment for PM_{2.5}, PM₁₀, and O₃. Localized concentrations for PM₁₀ and PM_{2.5} would be exceeded during the demolition and grading phases (during the first five months of construction) of the proposed project. ROG emissions, which are a precursor pollutant to O₃, would exceed the SCAQMD threshold of 75 lb/day in 2014 primarily as a result of architectural coatings. Therefore, the proposed project could increase the frequency and severity of existing air quality violations or contribute to new violations. The proposed project may also delay the timely attainment of air quality standards. Therefore, this impact is considered **significant and unavoidable for PM₁₀, PM_{2.5}, and ROG emissions**.

Short-Term Construction Emissions of Criteria Pollutants. ROG emissions in 2014 would exceed the SCAQMD threshold of 75 lb/day, primarily as a result of the application of architectural coatings. Therefore, this impact is considered **significant and unavoidable for ROG emissions**.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations. Construction emissions would exceed LSTs for SRA 7 in 2012 for PM_{2.5} and PM₁₀ during the demolition and grading phases with implementation of Mitigation Measure AQ-1. Therefore, this impact is considered **significant and unavoidable for PM₁₀ and PM_{2.5} emissions**.

All other impacts are either at **less than significant levels** or can be mitigated to **less than significant levels**.

This chapter presents the current state of climate change science, and green house gas (GHG) emissions sources in California; a summary of applicable regulations; and a description of proposed project-generated GHG emissions and their contribution to global climate change.

4.2.1 EXISTING SETTING

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human-made) greenhouse gas (GHG) emissions sources across the globe, and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context for and a process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs, even relatively small (on a global basis) additions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant.

ATTRIBUTING CLIMATE CHANGE - THE PHYSICAL SCIENTIFIC BASIS

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. Without the greenhouse effect, Earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect include:

- *Carbon Dioxide*. Carbon dioxide is an odorless, colorless gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. Carbon dioxide is the most widely emitted GHG; fossil fuel combustion in stationary and mobile sources is the primary source of emissions. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 37.5 percent (EPA, 2011b).
- *Methane*. Methane emissions come from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is

the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The Global Warming Potential of methane is 21.

- Nitrous Oxide. Nitrous oxide production sources include natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The Global Warming Potential of nitrous oxide is 310.
- Hydrofluorocarbons. Hydrofluorocarbons are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of hydrofluorocarbons for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The Global Warming Potential of hydrofluorocarbons range from 140 for Hydrofluorocarbon-152a to 6,300 for Hydrofluorocarbon-236fa.
- Perfluorocarbons. Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a by-product of aluminum production and semi-conductor manufacturing. Perfluorocarbons are potent GHGs with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific perfluorocarbon. Another area of concern regarding perfluorocarbons is their long atmospheric lifetime (up to 50,000 years) (EPA, 2011a). The Global Warming Potential of perfluorocarbons range from 5,700 to 11,900.
- Sulfur hexafluoride. Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a Global Warming Potential of 23,900; however, its global warming contribution is not as high as the Global Warming Potential indicates due to its low mixing ratio compared to carbon dioxide (4 parts per trillion in 1990 versus 365 ppm) (EPA, 2011a).

Water vapor is also a GHG, and is naturally occurring and unregulated. The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-radiate long wave radiation and uses carbon dioxide as the reference gas with a Global Warming Potential of one (1).

Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change of the past 50 years can be explained without including the contribution from human activities (IPCC, 2007).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 54 percent is sequestered through ocean uptake, uptake by northern hemisphere forest re-growth, and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO₂ emissions remains stored in the atmosphere (Seinfeld and Pandis, 1998).

Similarly, impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and toxic air contaminants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say, the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. From the standpoint of CEQA, GHG impacts related to global climate change are inherently cumulative.

ATTRIBUTING CLIMATE CHANGE—GREENHOUSE GAS EMISSION SOURCES

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB, 2010). Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄, a highly potent GHG, results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) is largely associated with agricultural practices and landfills. N₂O is also largely attributable to agricultural practices and soil management. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution, respectively, two of the most common processes of CO₂ sequestration.

State Greenhouse Gas Emissions Inventory

According to different ranking systems, California is the 12th to 16th largest emitter of CO₂ in the world (CEC, 2006). California produced 484 million metric tons (MMT) of CO₂ equivalent (CO₂e) in 2004 at its peak over the inventory period, and produced 478 MMT in 2008 (CARB, 2010). CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, as described in Appendix C, "Calculation References," of the General Reporting Protocol of the California Climate Action Registry (CCAR), 1 ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂ (CCAR, 2009). Therefore, CH₄ is a much more potent GHG than CO₂. Expressing emissions in CO₂e takes the contributions of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2008, accounting for 37 percent of total GHG emissions in the state (CARB, 2010). This sector was followed by the electric power sector (including both in-state and out-of-state sources) (24 percent) and the industrial sector (19 percent) (CARB, 2010).

4.2.2 REGULATORY BACKGROUND-GREENHOUSE GAS EMISSIONS AND GLOBAL CLIMATE CHANGE

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Federal Plans, Policies, Regulations, and Laws

EPA is the federal agency responsible for implementing the Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the CAA, and that the EPA has the authority to regulate emissions of GHGs. In response to the mounting issue of climate change, the EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions.

Proposed Greenhouse Gas Permitting Requirements on Large Industrial Facilities

On September 30, 2009, the EPA proposed new thresholds for GHG emissions that define when CAA permits under the New Source Review and Title V operating permits programs would be required. The proposed thresholds would tailor these permit programs to limit which facilities would be required to obtain permits and would cover nearly 70 percent of the nation's largest stationary source GHG emitters including power plants, refineries, and cement production facilities, while shielding small businesses and farms from permitting requirements.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide the EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost-effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHGs along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

On September 15, 2009, the EPA and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed a new national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States. The EPA proposed the first-ever national GHG emissions standards under the CAA, and NHTSA proposed Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. This proposed national program would allow automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both federal programs and the standards of California and other states.

Endangerment and Cause or Contribute Findings

On December 7, 2009, the EPA adopted its Proposed Endangerment and Cause or Contribute Findings for GHGs under the CAA (Endangerment Finding). The Endangerment Finding is based on section 202(a) of the CAA, which states that the Administrator (of the EPA) should regulate and develop standards for "emission[s] of air pollution from any class or classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The rule addresses section 202(a) in two distinct findings. The first addresses whether or not the concentrations of the six key GHGs (i.e., CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten the public health and welfare of current and future generations. The second addresses whether or not the combined emissions of

GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and therefore the threat of climate change.

The Administrator found that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of section 202(a) of the CAA. The evidence supporting this finding consists of human activity resulting in “high atmospheric levels” of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wild fires, droughts, sea level rise, and higher intensity storms) are a threat to the public health and welfare. Therefore, GHGs were found to endanger the public health and welfare of current and future generations.

The Administrator also found that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. The EPA’s final findings respond to the 2007 U.S. Supreme Court decision that GHGs fit within the CAA definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements but rather allow the EPA to finalize the GHG standards proposed earlier in 2009 for new light-duty vehicles as part of the joint rulemaking with the U.S. Department of Transportation.

State Plans, Policies, Regulations, and Laws

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California CAA, which was adopted in 1988.

Various statewide and local initiatives to reduce the state’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 required the CARB to develop and adopt by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the state.”

To meet the requirements of AB 1493, in 2004 CARB approved amendments to the CCRs adding GHG emissions standards to California’s existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 (13 CCR 1900, 1961), and adoption of Section 1961.1 (13 CCR 1961.1) required automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily for the transportation of persons), beginning with the 2009 model year. Implementation of AB 1493 lapsed because of delays in receiving proper approvals from EPA to implement this law under the CAA. California received the necessary approvals June 30, 2009; however, the state has agreed to allow the federal government to implement similar legislation (see “National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks,” above).

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, exacerbate California's air quality problems, and potentially cause a rise in sea level. To combat those concerns, the executive order established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, Governor AB 32, the California Global Warming Solutions Act of 2006 was enacted. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Assembly Bill 32, Climate Change Scoping Plan

On December 11, 2008 CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations (CARB, 2008). The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions by 169 MMT, or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario. This is a reduction of 42 MMT CO₂e, or almost 10 percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020. The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e);
- the Low-Carbon Fuel Standard (15.0 MMT CO₂e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e); and
- a renewable portfolio standard for electricity production (21.3 MMT CO₂e).

CARB has not yet determined what amount of GHG emissions reductions it recommends from local government land use decisions; however, the Scoping Plan does state that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The Scoping Plan states that the ultimate assignment to local government operations is to be determined (CARB, 2008).

With regard to local land use planning, the Scoping Plan expects a reduction of approximately 5.0 MMT CO₂e from local land use changes associated with implementation of SB 375, discussed below. Also noteworthy is the

fact that the Scoping Plan does not include any direct discussion about GHG emissions generated by construction activity.

The status of the Scoping Plan is uncertain. In *Association of Irrigated Residents, et al. v. California Air Resources Board, et al.*, the Superior Court of California for the County of San Francisco issued a "Statement of Decision" on March 18, 2011 that prevents CARB from implementing a statewide GHG regulatory program under AB 32 until the agency complies with the requirements of CEQA. The decision partially grants a petition for a writ of mandate brought by a coalition of environmental justice organizations (Petitioners) that alleged that CARB's Scoping Plan violated both AB 32 and CEQA. Although the Superior Court denied all claims related to AB 32, the court found that CARB: 1) failed to adequately discuss and analyze the impacts of alternatives in its proposed Scoping Plan as required by its CEQA implementing regulations; and 2) improperly approved the Scoping Plan prior to completing the environmental review required by CEQA. In upholding the Petitioners' challenge on these two CEQA issues, the Superior Court issued a Peremptory Writ of Mandate and enjoined CARB from further implementation of the Scoping Plan until it complies with all CEQA requirements.

Executive Order S-1-07

Executive Order S-1-07, which was signed by former-Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at over 40 percent of statewide emissions. It establishes a goal that the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10 percent by 2020. This order also directed CARB to determine whether this Low Carbon Fuel Standard could be adopted as a discrete early action measure after meeting the mandates in AB 32. CARB adopted the Low Carbon Fuel Standard on April 23, 2009.

Senate Bill 1368

SB 1368 is the companion bill of AB 32 and was signed by former-Governor Schwarzenegger in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a GHG performance standard for base load generation from investor-owned utilities by February 1, 2007. The California Energy Commission (CEC) was required by SB 1368 to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emission rate from a base load combined-cycle natural gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and CEC.

Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

Senate Bill 97

As directed by SB 97, the Natural Resources Agency adopted amendments to the State *CEQA Guidelines* for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's RTP. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG emission reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

4.2.3 IMPACT ANALYSIS

This section describes the project's construction-related (short-term) and operation-related (long-term) emissions of GHGs. The discussion includes the criteria for determining the level of significance of the effects and a description of the methods and assumptions used to conduct the analysis.

Method of Analysis

GHG emissions were modeled using the CalEEMod computer program and emission factors from CCAR, as recommended by SCAQMD, which estimates construction and operations emissions of carbon dioxide, among other air pollutants. Project-generated emissions were modeled based on general information provided in the project description.

Thresholds of Significance

For the purpose of this analysis, the following qualitative thresholds of significance, as suggested by the State *CEQA Guidelines* (Appendix G, § VII), have been used to determine whether implementation of the proposed project would result in significant GHG or climate change impacts.

A GHG or climate change impact is considered significant if the proposed project would:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As described previously, California is the 12th to 16th largest producer of GHGs in the world, producing 478 MMT in 2008. This is a fraction of the GHGs generated throughout the world, and an individual project cannot generate enough GHGs emissions on its own to significantly influence global climate change. A project participates in this potential impact to the extent its incremental contribution, combined with the cumulative contributions of all other sources of GHGs, when taken together, is considerable in its contribution to global climate change impacts.

On December 5, 2008, the SCAQMD adopted GHG significance threshold for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. The project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2

excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant impact.

At the November 2009 meeting of the SCAQMD GHG working group, SCAQMD staff presented two options for screening thresholds for residential and commercial projects. The first option would have different thresholds for specific land uses. The proposed threshold for residential projects is 3,500 MT CO₂e/year, the commercial threshold is 1,400 MT CO₂e/year, and the mixed-use threshold is 3,000 MT CO₂e/year. The second option would apply the 3,000 MT CO₂e/year screening threshold for all commercial/residential projects. These thresholds are based on capturing 90 percent of the emissions from projects and requiring them to comply with the higher tiers of the threshold (i.e., performance requirements or GHG reductions outside of the project) to not result in a significant impact. Lead agencies would be able to select either option. Although these thresholds have not been officially adopted, the second option has been chosen for the purposes of this analysis, utilizing the 3,000 MT CO₂e/year screening threshold to analyze the GHG emissions impacts of the proposed project.

Existing Regulations and Project Design Features

Existing state and federal regulations noted above will avoid or mitigate potential impacts related to greenhouse gas emissions and global climate change. As identified in section 3.5, *Project Objectives and Design Principle*, and section 3.6.5, *Environmental Protection Measures*, the proposed project will implement the following project design features which will also serve to reduce, avoid or offset potentially adverse impacts:

- Implement sustainable elements throughout the project design, operation, and maintenance.
- Designed the project to the specifications of the LEED Silver rating and seek certification of the Silver rating by the US Green Building Council. ¹
- Ensure that all construction and grading equipment is properly maintained.
- Ensure that construction personnel turn off equipment when equipment is not in use.
- Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
- When feasible, use electric construction power for construction operations, in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

Impacts and Mitigation Measures

Impact 4.2-1	Project-Generated Emissions of GHGs. The proposed project would not generate substantial GHG emissions during short- or long-term operation that would be cumulatively considerable. Therefore, this is a potentially significant impact.
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Short-Term Construction-Related Emissions

The proposed project would include construction of a new courthouse at the location of the current courthouse site in downtown Glendale. Construction activities would include demolition, site preparation, grading, building construction, asphalt paving, architectural coatings application, and other miscellaneous construction activities.

¹ <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220> (accessed July 21, 2011).

Construction is anticipated to last approximately three years. During construction of the proposed project, GHG emissions would be temporarily and intermittently generated. The emissions would be associated primarily with exhaust emissions from heavy off-road equipment, on-road trucks, and construction employee vehicle trips. Construction emissions were estimated using emission factors from the CARB, as contained in CalEEMod, based on information contained in the project description, and model default settings where project-specific information was not available.

As shown in Table 4.2-1, *Summary of Construction-Related GHG Emissions*, construction of the proposed project would result in approximately 1,437 metric tons of CO₂e over the three-year construction period. Because construction would occur over a finite period of time (three years) and then all construction-related GHG emissions would cease, and the construction phase would not be the dominant source of GHG emissions from the project, this quantity of emissions is not cumulatively considerable, and therefore would not substantially contribute to the cumulative impact of climate change.

Table 4.2-1 Summary of Construction-Related GHG Emissions

Construction Phase (Year)	CO ₂ e (MT/year)
Annual GHG Emissions during Year 1 (2013)	426
Annual GHG Emissions during Year 2 (2014)	710
Annual GHG Emissions during Year 3 (2015)	301
Total GHG Emissions During Construction Period (MT)	1,437
Notes: CO ₂ e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons. Detailed assumptions regarding the type and number of pieces of construction equipment, hours in use and modeling output files are included in Appendix B. Totals may not sum exactly due to rounding.	

Long-Term Operation-Related Emissions

The net increase in operational emissions (regional area-, mobile-, and indirect-source emissions of GHGs) associated with implementation of the proposed project was estimated using CalEEMod, as recommended by SCAQMD, based on inputs from the project description and default model settings where project-specific information was not available. It is noted that regional mobile-source emissions were not included in this analysis, as the proposed project would result in zero net new traffic trips. Indirect emissions are GHG emissions that would occur off-site at utility providers associated with the generation of electricity to serve the project, including electricity associated with the conveyance of water to the project site. The net increase in operational emissions is presented in Table 4.2-2, *Summary of Project-Generated Operational Emissions*.

Table 4.2-2 Summary of Project-Generated Operational Emissions

Source	CO ₂ e (MT/year)
Area Sources	0
Energy Consumption	957
Water Consumption	261
Waste Generation	46
Net Change in Operational Emissions	1,264
Notes: GHG = greenhouse gas; CO ₂ e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons. Detailed assumptions and modeling output files are included in Appendix B. Totals may not sum exactly due to rounding.	

As shown in Table 4.2-2, operational emissions associated with implementation of the proposed project would be approximately 1,264 MT CO₂e/year.

The following attributes already incorporated into the proposed project would reduce the GHG estimates below those shown in Table 4.2-2:

- The proposed project would be designed to the specifications of the LEED Silver rating, at a minimum, and the AOC will seek certification of the Silver rating by the US Green Building Council. LEED certification requires that projects meet certain energy efficiency, low water use, and other criteria that reduce energy use and potential emissions from area wide energy sources.
- The proposed project is located within close proximity (190 feet) to public transit and a mix of land uses.
- The proposed project would be located at a previously disturbed and occupied site, and is located within downtown Glendale near a mix of uses. While not easily measurable, this proximity would be expected to result in improved pedestrian and transit access than a site not located in close proximity to these uses. This attribute has the potential to substantially reduce potential automobile use and associated emissions generation.

Project-generated GHG emissions (1,264 MT CO₂e/year) would be below the 3,000 MT CO₂e/year thresholds of significance identified above. Additionally, project emissions would be further reduced with LEED Silver building design measures, proximity to public transit, and reduced automobile use associated with the in-fill location of the site. The project is also a replacement project and, as such, is not anticipated to generate significant new “net” emissions when considered with current courthouse operational emissions, as well as GHG emission reductions from replacing one or both adjacent parcels (Board of Realtors and possibly The Jewel City Bowl buildings) with court-related functions such as parking or other uses). Therefore, the project would not result in a significant contribution to cumulative GHG emissions.

The proposed project would not be anticipated to generate GHG emissions, directly or indirectly, that would have a significant impact or cumulatively considerable contribution to climate change. As a result, this incremental increase in GHGs would not be cumulatively considerable and would be **less than significant**.

Mitigation Measures

The following measure is a betterment, intended to further reduce the less than significant effects of the project on GHG emissions and global climate change or otherwise create positive benefits, but is not considered necessary as a “mitigation measure”.

GHG-1 Although the project would not result in a significant impact related to GHG emissions, the AOC has nonetheless decided to implement the following mitigation measures to further reduce the project’s GHG emissions from the project:

- Sufficient, convenient, and secure bicycle parking shall be included in the project design for both employees and a limited number of jurors.
- The project shall include end-of-trip facilities, which shall include private showers, lockers, and changing facilities for building employees.
- Site design and building placement on the project site shall minimize barriers to pedestrian access and connectivity. Physical barriers such as walls, berms, and landscaping that impede bicycle or pedestrian circulation shall not be included.
- The project shall provide safe and convenient bicycle/pedestrian access to transit

- The project shall provide information publicizing transit options (e.g., routes, schedules, locations of stations) to employees and visitors in a centralized, highly visible location.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in less than significant impacts with regard to contributing significant GHG emissions.

Impact	Project Consistency with Applicable Plan, Policy, or Regulation Adopted for the Purpose of Reducing GHG Emissions.
4.2-2	The proposed project would not substantially conflict with applicable land use designations and GHG-related policies. Therefore, this is a less than significant impact.

The city of Glendale does not currently have a plan, policy, or regulation adopted for the purpose of reducing GHG emissions. City staff is working on a GHG reduction plan for the city, which will include a GHG inventory and strategies for reducing those emissions. However, as the GHG reduction plan is in progress and is not yet completed or adopted, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Thus, this impact is **less than significant**.

Mitigation Measures

No mitigation is required.

4.2.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The above mitigation measures further reduce the proposed project's overall GHG emissions. The proposed project would, without mitigation, result in a less than significant impact to GHG emissions and global climate change. Thus, mitigation would further reduce the impact, and it would continue to be **less than significant**.

This chapter evaluates the potential impacts of the proposed project on cultural, archaeological, and historic resources. Mitigation measures are recommended to avoid or reduce significant impacts that would occur as the result of project implementation. This analysis is based on the *Archaeological Literature Study for the Glendale Courthouse Project in the City of Glendale, County of Los Angeles, California* prepared by Cogstone Resource Management, Inc. (July 2011), and the *Draft Historic Resources Assessment Report of County of Los Angeles – Glendale Courthouse* prepared by Daly and Associates (July 2011). These technical reports are located in Appendix C of this EIR.

4.3.1 EXISTING CONDITIONS

Environmental Setting

Prehistoric Setting

The prehistory of the project's area is dated in the time phases of the Topanga pattern of the Encinitas Tradition (8,500 to 1,300 years before present), applicable to coastal Los Angeles and Orange counties. This pattern is replaced in the project area by the Angeles pattern of the Del Rey Tradition (1,000 to 450 years before present). Topanga Pattern groups were relatively small and highly mobile. Sites known are temporary campsites, not villages, and tend to be along the coast in wetlands, bays, coastal plains, near-coastal valleys, marine terraces and mountains. The Angeles Pattern generally is restricted to the mainland and appears to have been less technologically conservative and more ecologically diverse, with a largely terrestrial focus and greater emphases on hunting and near shore fishing.

Ethnographic Setting

The early Native American tribes were replaced approximately 3,500 years ago in the project's area by the Gabrielino (Tongva), who were semi-sedentary hunters and gatherers. The Gabrielino spoke a language that was part of the Takic language family. Their territory encompassed a vast area stretching from Topanga Canyon in the northwest, to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast and the Southern Channel Islands, in all an area of more than 2,500 square miles. At the time of European contact, the tribe consisted of more than 5,000 people living in various settlements throughout the area.

Historic Setting

In 1784, Captain Jose Maria Verdugo and two other soldiers from the Presidio of San Diego received the right to raise cattle and horses and graze the land known as Rancho San Rafael. Verdugo acquired full title to the property when he retired from the Spanish Army in 1798, and became a full time rancher. His rancho supported cattle, horses, sheep, mules, and production of fruits and vegetables. The rancho connected with the San Fernando Road at the southern edge of the property. Hides from the rancho went to the harbor in San Pedro, and then by ship to Boston and New York.

Jose Maria Verdugo died in 1831 and the property passed to his son and daughter (Julio and Catalina). The Rancho was controlled by the Verdugo family through the 1860's, and included within its boundary what is now most of Glendale, Burbank, Eagle Rock and Highland Park.

Rancho San Rafael remained intact until 1861 when Julio and Catalina divided the property between themselves into northern and southern portions. In 1871 a court decision known as the "Great Partition," essentially

dissolved Rancho Santa Rafael by specifying the area as owned by twenty-eight different individuals and members of the Verdugo family. This led to an influx of more settlers to the area and the creation of smaller parcels, home sites, and a commercial center.

In 1884, the residents from the central area of the former Rancho San Raphael gathered in a schoolhouse to choose the name “Glendale” for their new town. The 150-acre area was surveyed, platted and officially recorded with the County Recorder in 1887. Two buildings survive from Glendale’s early history. They are the Goode House, constructed circa 1895 and located at 119 N. Cedar Street, and the Doctors’ House constructed circa 1888-1889, which was relocated from its original location at 921 East Wilson Avenue to Brand Park in 1980.

The completion of the Southern Pacific Railroad brought growth and prosperity to the city. Glendale’s first railway depot was constructed on West Cerritos Avenue in 1883, and linked the southern portion of the town to Los Angeles. At the turn of the century, the commercial center for Glendale was located on Glendale Avenue and Third Street (Wilson Avenue).

Glendale officially incorporated as a city in 1906. At that time it was comprised of 1,486 acres. With a sudden increase in population from the 1920’s through the 1930’s, Glendale was calling itself “The Fastest Growing City in America.” As a result of continuing annexations that have taken place since 1906, the size of the City has increased to 30.5 square miles. Although it was formerly considered a “bedroom” community suburb of Los Angeles, it is now the third largest city in Los Angeles County. The City is characterized by a series of neighborhoods with unique histories that are geographically defined by streets, washes, and mountain ridges. The City has a well-established downtown core and civic center. As a result of continuing architectural changes, Glendale also has a very broad range of architectural styles reflected in its commercial, residential and public buildings.

Archaeological Resources

Archaeological resources are defined as the material remains of any area’s pre-historic (aboriginal/Native American) or historic (European and Euro-American) human activity in addition to the traditional cultural resources associated with archaeological sites and historic buildings and structures.

The records search completed for the proposed project determined that, out of 20 previous studies completed within a one-mile radius of the proposed project site, ten cultural resources were found. There had been no previous cultural resources studies conducted within the project area, and no cultural resources have previously been recorded on the project site (refer to Appendix C for further details).

Historic Resources

The records search determined that there are 22 structures that have federal, state and/or local designations, including the National Register of Historic Places (NRHP), the California Historical Resources Index (HRI), the City of Glendale Register of Historic Resources (GRHR) and the Glendale Historical Society City Jewels (GCJ). Structures with the designation of GCJ are not protected.

Existing Courthouse Site

The existing courthouse was dedicated on March 12, 1959. The courthouse was designed by the architect Arthur Wolfe, including the main block and probation wing and associated parking lot features. Arthur Wolfe designed many civic and educational buildings throughout Los Angeles County. He spent his apprenticeship years in California working as a draftsman/master draftsman for a number of architects who are now regarded as master architects. Wolfe was a proponent of the clean, well-defined geometric lines of Modern-era architecture. The existing courthouse combines the values of Modern architecture, including clean lines, wide

expanses of glass, and a horizontal emphasis, with a unique, serpentine façade of multi-colored brick. The interior also features Modern design elements such as terrazzo floors, custom-designed seating along the serpentine wall, the large chandeliers, woodwork, and mosaic-clad columns. The existing courthouse is an important presence in the Glendale civic center, and provides an outstanding example of 1950s Modern-era architecture. Therefore, pursuant to the National Register and/or California Register criteria relating to the distinctive characteristics of a type, period, region, or method of construction, the existing courthouse appears to be eligible for listing as a significant building under Criteria C/3 (see discussion of criteria below).

The existing courthouse building has been found to be associated with the commission and construction of post-World War II courthouses by the County of Los Angeles. By using local architects, landscape architects, engineers, and artists, the County of Los Angeles supported the construction of a courthouse that represented the artistic desires of the local community, thereby contributing to the construction of creatively designed structures that conveyed local identity. Therefore, pursuant to the National Register and/or California Register criteria relating to the Glendale Courthouse's association with significant events that exemplify broad patterns of our history, the existing building appears to qualify as a "significant" resource under Criteria A/1 (see below).

The existing courthouse has retained all the levels of integrity necessary for a building to convey its historic significance. These levels of integrity include location, design, setting, materials, workmanship, feeling and association. The courthouse appears virtually unaltered and has been kept in its original condition with no noticeable alterations for over 50 years. It still serves its original purpose as a courthouse, and the neighborhood setting has remained much as it was in 1959.

Research did not reveal any relationship between persons important on a national, state, or local level. Therefore, pursuant to the National Register and/or California Register criteria relating to the existing courthouse's association with persons of historic importance, the building does not qualify as a "significant" resource under Criteria B/2 (see below).

Board of Realtors Site

As discussed in Appendix C, the Board of Realtors site has not been identified on any local historic resource lists, is not on the City's Register of Historic Resources, was not previously identified as significant in the Downtown Specific Plan EIR, and does not otherwise appear eligible for the State or National Register of Historic Resources. The Board of Realtors building was built in 1986.

Jewel City Bowl Site

As discussed in Appendix C, the Jewel City Bowl site has not been identified on any local historic resource lists, is not on the City's Register of Historic Resources, was not previously identified as significant in the Downtown Specific Plan EIR, and does not otherwise appear eligible for the State or National Register of Historic Resources. The Jewel City Bowl building was built in 1962.

4.3.2 REGULATORY FRAMEWORK

Federal

National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966, as amended (14 U.S.C. §470), established a national policy of historic preservation and encourages such preservation. The National Historic Preservation Act established the Advisory Council on Historic Preservation and provided procedures for the lead agency to follow if a proposed action affects a property that is included, or that may be eligible for inclusion, on the

National Register of Historic Places. The National Register of Historic Places was developed as a direct result of the National Historic Preservation Act.

National Register of Historic Places

The National Register of Historic Places is the official list of properties recognized for significance and worthiness of preservation. The National Register Criteria for Evaluation provides guidelines to be used by the federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. As established in the National Historic Preservation Act of 1966, to be listed in the National Register of Historic Places or determined eligible for listing, properties must meet certain criteria for historic or cultural significance. Qualities of significance may be found in aspects of American history, architecture (interpreted in the broadest sense to include landscape architecture and planning), archaeology, engineering, or culture. A property is eligible for the National Register of Historic Places if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory and history.

To be eligible for listing on the National Register of Historic Places, qualities of integrity must also be evident in the resource, measured by the degree to which it retains its historic location, design, setting, materials, workmanship, feeling, and association. In general, the resource must be a minimum of 50 years of age to be considered for the National Register of Historic Places, but there are exceptions and overriding considerations to this requirement. As discussed above and in great detail in Appendix C, the existing courthouse is considered eligible for the National Register and is therefore a "significant" historic resource under CEQA. This is consistent with the findings of the Downtown Specific Plan EIR.

A property or structure that is listed on the National Register of Historic Places does not in and of itself provide protection for a historic resource. The primary result of National Register of Historic Places listing for the owners of these properties is the availability of financial and tax incentives for the rehabilitation or preservation of such resources.

State

California Environmental Quality Act (CEQA)

CEQA requires that the lead agency must examine whether a project will have a significant adverse effect on unique historical and archaeological resources.¹ *CEQA Guidelines* section 15064.5(b) states that a substantial adverse change means physical demolition, destruction, relocation, or alteration in the resource, such that the resource is "materially impaired." A historical resource is considered to be materially impaired when a project demolishes or materially alters the physical characteristics that justify the determination of its significance.

¹ *CEQA Guidelines* Section 15064.5.

In addition, under *CEQA Guidelines* section 15064.5(b)(3), a project that seeks to improve a historic resource in accordance with either of the following two publications will be considered as mitigated to a level of less-than-significant:

1. *Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*; and
2. *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*

As stated in *CEQA Guidelines* section 15064.05(a), public agencies are required to assess the effects of a project on historical resources, and it considers "historical resources" to include:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, section 5024.01).
- (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of section 5024.01(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, the lead agency will consider a resource to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code, section 5024.01).

In addition to retaining physical integrity, under CEQA historic resources are typically 45 years of age or greater. Historic resources are required to meet at least one of the criteria for listing in the California Register, as described above (*CEQA Guidelines* section 15064.05 (a)(3)). As discussed above and in Appendix C, the Existing courthouse is historically significant under CEQA.

Archaeological resources that are not considered to be "historical resources" may instead be considered as "unique archaeological resources" as defined in the California Public Resources Code section 21083.2. Resources that are considered "non-unique archaeological resources" are not subject to protection with regard to CEQA. If a resource is not a unique archaeological resource or a historical resource, potential project effects on such a resource are not significant for the CEQA.

California Health and Safety Code

If human remains are encountered during site disturbance activities, California Health and Safety Code Section 7050.5 requires that all ground-disturbing activities at the site and within proximity where human remains are reasonably suspected to exist shall cease until the county coroner is contacted. If the coroner concludes that the human remains are of Native American origin, the coroner shall contact the Native American Heritage Commission within 24 hours. All activities shall proceed consistent with applicable state laws relative to the disposition of Native American burials, as regulated by the Native American Heritage Commission (Public Resource Code sec. 5097).

California Register of Historical Resources

The Register is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under section 106, and State Historical Landmarks from No. 770 and above. The criteria for listing are the same as those of the National Register. The California Register statute specifically provides that historical resources listed or determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA. Other resources, such as resources listed on local registers of historic registers or in local surveys, may be listed if they are determined by the State Historical Resources Commission to be significant in accordance with criteria and procedures to be adopted by the Commission and are nominated; their listing on the California Register, is not automatic.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historic integrity and are historically significant at the local, state or national level under one or more of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- 2) It is associated with the lives of persons important to local, California, or national history;
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

California Public Resources Code

Per the California Public Resources Code, no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

Local

City of Glendale General Plan Historic Preservation Element

The Historic Preservation Element of the City of Glendale *General Plan* reinforces the preservation ethic of the city. The element delineates a course of action through goals, policy objectives and implementation measures that the City will pursue to preserve the community's historic resources – buildings, sites and objects. The City has chosen, through provision in the Glendale Municipal Code, to establish processes to preserve its designated historic properties. These are specified in sections 15.20.010 through 15.20.120 of the Glendale Municipal Code.

Glendale Municipal Code

The City of Glendale has established a historic preservation program that is in accordance with the provisions of the NHPA, Certified Local Government (CLG) program. The City's historic preservation program relies on the goals, objectives and policies outlined in the Historic Preservation Element of the City's *General Plan* and the Preservation Ordinance in the Glendale Municipal Code. According to section 15.20.020 of the Glendale Municipal Code, an "historic resource" means any site, building, structure, area or place, man-made or natural, which is historically or archaeologically significant in the cultural, architectural, archaeological, engineering, scientific, economic, agricultural, educational, social, political or military heritage of the City of Glendale, the State of California, or the United States and which has been designated as historically significant in the National Register of Historic Places, the State of California Register of Historical Resources, or the Historic Preservation Element of the Glendale *General Plan*.

The City has declared that "the recognition, preservation, protection and use of historic resources are required in the interest of the health, prosperity, social and cultural enrichment and general welfare of the people." The purpose of the historic preservation program, as outlined in section 15.20.010 of the Glendale Municipal Code is to:

- Safeguard the heritage of the City by preserving resources which reflect elements of the City's history
- Encourage public understanding and involvement in the unique architectural and environmental heritage of the City
- Strengthen civic pride in the notable accomplishments of the past
- Deter the demolition, misuse or neglect of historic resources, historic districts, and potential historic resources or districts which represent an important link to Glendale's past
- Promote the conservation, preservation, protection and enhancement of historic resources, historic districts, potential historic resources or districts
- Promote the private and public use of historic resources for the education, appreciation and general welfare of the people

According to section 2.76.100 of the Glendale Municipal Code, the Glendale Historic Preservation Commission "shall consider and recommend to the City Council additions to and deletions from the Glendale Register of Historic Resources; shall keep current and publish a register of historic resources; shall make recommendations to the Planning Commission, and the City Council on amendments to the Historic Preservation Element of the City's *General Plan*; and shall have the power to grant or deny applications for permits for demolition, major alterations of historic resources."

The Historic Preservation Ordinance (GMC Chapter 15.20) created the Glendale Register of Historic Resources, which is the official list of designated historic resources in the City and any properties specified in the Historic Preservation Element of the Glendale *General Plan*. The new ordinance also establishes criteria for designation or deletion of historic resources to or from the Glendale Register of Historical Resources.

4.3.3 SIGNIFICANCE THRESHOLD CRITERIA

The criteria given in the Initial Study checklist in Appendix G of the State *CEQA Guidelines* were used to evaluate potentially significant impacts on cultural resources that could occur as a result of project implementation. The project would result in a significant impact related to cultural resources if it would:

- a) Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* section 15064.5.
- b) Cause a substantial adverse change in the significance of an historical resource as defined in *CEQA Guidelines* section 15064.5.
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- d) Disturb any human remains, including those interred outside of formal cemeteries.

4.3.4 IMPACT ANALYSIS AND MITIGATION

Analytical Method

Cogstone Resource Management, Inc. (Cogstone) prepared a *Archaeological Literature Study* for the proposed project (Appendix C of this EIR), and Daly & Associates prepared a Historic Resources Assessment to evaluate the federal, state and local significance and eligibility of the existing courthouse building. The project site is currently developed with buildings and a surface parking lot; thus, the cultural resource analysts did not perform an archaeological field investigation since any resources would not be readily visible. The Archaeological Literature Study reviewed archaeological and historical records at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on May 10, 2011. The records search was performed for the project area plus a one-mile radius for cultural resources and cultural resource studies. Sources consulted included the National Register of Historic Places (NRHP), California Register of Historical Resources, California Inventory of Historical Resources, California Historical Landmarks and California Points of Historical Interest.

The Historic Resources Assessment and evaluation of the existing courthouse utilized a multi-step methodology. An inspection of the site's existing buildings and structures, combined with a review of accessible archival sources for this site, was performed to document existing conditions and assist in assessing and evaluating the property for significance. Photographs were taken of all buildings and structures, including photographs of architectural details or other points of interest, during the pedestrian-level survey. The AOC also conducted a site visit with representatives from the City of Glendale, Los Angeles Conservancy, and Glendale Historic Society.

The National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register) criteria were employed to evaluate the significance of the Glendale Courthouse.

In addition, the following tasks were performed for this study:

- Archival resources available in the Special Collections at the Glendale City Library were examined.

- Site-specific research was conducted on the subject property utilizing maps, city directories, newspaper articles, historical photographs, building permits and other published sources including the *Avery Index to Architectural Periodicals*.
- Background research was performed about the architect Arthur Wolfe, through written publications available in print and on internet websites.
- Ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs were reviewed and analyzed.

Existing Regulations and Project Design Features

Existing local, state and federal regulations noted above will avoid or mitigate potential impacts related to cultural resources. As identified in Chapter 3.5, *Project Objectives and Design Principles* the proposed project will implement the following Project Design Features which will also serve to reduce, avoid or offset potentially adverse impacts:

- The AOC is intends to retain key historic features of the existing courthouse, to the extent feasible.

Impact Analysis and Mitigation Measures

Impact 4.3-1 **Archaeological Resources.** Development of the proposed Project could potentially cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA *Guidelines* section 15064.5. Therefore, this is a **potentially significant** impact.

There are no known archaeological resources within the proposed project boundaries. In addition, the project's area has already been subject to extensive disruption from previous development and may contain fill material. As such, any archaeological resources that may have existed on the proposed project site have likely been disturbed. A literature review of cultural resource records determined that there were ten cultural resources found within a one-mile radius of the project area. The Native American Heritage Commission was consulted to determine if any known sacred lands exist on or near the project area. By letter dated April 28, 2011, the NAHC indicated that there are no known sacred lands in the project vicinity, and requested that nine Native American tribes or individuals be contacted for further information. Cogstone contacted each by letter or email that included a map and location information. Sam Dunlap, Tongva/Gabrielino, commented by email that a prehistoric archaeological discovery would be unlikely (refer to the *Archaeological Literature Study*, located in Appendix C). No additional comments were received.

While not expected, the remote potential exists that construction activities associated with implementation of the project would have the potential to unearth undocumented resources. This could result in a potentially significant impact. Implementation of Mitigation Measure CUL-1 would reduce any potential impacts by providing for suspension of work should an archaeological resource be uncovered, until the find can be evaluated by a qualified archaeologist, thereby ensuring that the find is not damaged or removed in an unauthorized manner. Therefore, with mitigation incorporated, project impacts on archaeological resources are considered to be **less than significant**.

Mitigation Measures

CUL-1 If unanticipated discoveries occur during construction, work must halt in the immediate vicinity until the find can be evaluated by a Registered Professional Archaeologist to determine if it meets significance criteria under CEQA. Retention of an on-call archaeologist is recommended. If prehistoric sites are encountered, the archaeologist will consult with one or more Native American representatives from the NAHC list for this project.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in less than significant impacts with regard to archaeological resources.

Impact	Historic Resources. Development of the proposed Project could potentially cause a substantial adverse change in the significance of historic resources pursuant to <i>CEQA Guidelines</i> section 15064.5. Therefore, this is a potentially significant impact.
4.3-2	

The existing courthouse building has previously been identified as a significant historic resource, and is eligible for listing individually in the National Register and/or California Register as a significant historic resource, as it meets the criteria necessary for listing in the registries. As previously noted, neither the Board or Realtors building nor the Jewel City Bowl building are considered historically significant. The existing courthouse could possibly be considered as a contributing structure, if and when, a historic district of the Glendale civic center Campus buildings was to be formed. The significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a resource that convey its historic significance and that justify its eligibility for inclusion in the National Register or California Register. The entire building was designed as a whole, with the building engaged with the outdoor courtyard, parking lot, and surrounding landscape. To remove character-defining aspects of Wolfe's design of the courthouse building as a whole, would diminish the integrity of his creation, but not necessarily render it ineligible for historic designation. While there is no formula used to establish a threshold for integrity loss, the more features that are preserved the less likely it is that historic integrity will be reduced or lost. Character defining features of the building's interior include terrazzo flooring, serpentine interior wall and associated curved benches, floating staircase, large chandeliers with upright lamps; refer to Appendix A, *Los Angeles Conservancy NOP Comment Letter*. Key character defining features of both the exterior and interior as well as the grounds are identified in the Historic Resources Assessment Report found in Appendix C of this EIR. The AOC originally intended to pursue an alternative site for the New Glendale Courthouse, as noted in the *Preliminary Feasibility Report*, due to the physical site limitations, historic resource concerns and substantially greater cost to acquire additional parcels and renovate the existing courthouse. Following discussions with city staff, the AOC was encouraged to pursue renovation of the existing courthouse to retain the existing courthouse function in the civic center area, while preserving as many of the character-defining features noted above as reasonable and feasible. In an effort to be sensitive to the historic significance of the existing courthouse, the AOC discussed preservation options with city staff, retained an architect with considerable experience in sensitive adaptive reuse and historic resources Zimmer Gunsul Frasca (ZGF), and conducted a site visit with City staff and representatives of the Glendale Historic Society and Los Angeles Conservancy.

The AOC intends to retain historic features of the existing courthouse. The feasibility of this will be further determined as the project moves through the process of detailed architectural design, engineering and construction plans. Although exempt from local land use controls, the AOC has agreed to continue meeting with city staff to obtain input on architectural design elements, particularly those related to historic feature preservation, and to present site design findings to city staff and the City Council. Nonetheless, it may not be possible to retain all of the character-defining features or otherwise avoid the site losing its eligibility for the State and National Register. While most historic buildings can be successfully rehabilitated to meet new uses while also retaining historic integrity, it may also be necessary to completely reconstruct the building, depending on seismic safety, structural integrity, construction conditions, security and/or operational considerations. Implementation of Mitigation Measure CUL-2 and CUL-3 will reduce potential impacts on this historical resource; however, implementation of these measures would not reduce or eliminate the adverse impacts of materially altering those physical characteristics that convey the buildings historic significance. Even if the AOC is able to retain most or all of the character defining features noted above (which may not be possible), the building could still be in jeopardy of losing its eligibility for State and National Register listing. Therefore, with incorporation of mitigation, impacts on historical resource resulting from project implementation would remain **significant and unavoidable**.

Mitigation Measures

CUL-2 The AOC and its design team will include a historic resource preservation element as part of subsequent architectural plans, that shall demonstrate reasonable and feasible preservation of as many character-defining historic elements as identified in the Historic Resources Assessment Report dated July 2011 and prepared by Daly and Associates as practical. Should some or all of the features not be possible to be retained, mitigation measure CUL-3 provides for archival documentation consistent with Historic American Building Survey (HABS) standards. In addition, should most or all of the character-defining features not be retained, the AOC shall incorporate an interpretive element into the New Courthouse depicting the history, appearance and historic significance of the existing courthouse. The interpretive element shall be in place prior to the new courthouse opening.

CUL-3 The AOC shall prepare documentation of the existing courthouse using the HABS Level II standards as guidelines for recording the building through photographs, drawings and written description. The following documentation will be determined as adequate to document and record the historic resource:

Written Data: While the history of the property and description of the historic resource as presented in this evaluation could suffice as appropriate documentation of the existing courthouse, it is recommended that additional research be performed. The additional research will be used to gain a more complete understanding of the works of Arthur Wolfe, and Los Angeles County's philosophy/rational for the use of local architects and their policy as to the design of new courthouse buildings.

Sketch Plan: All of the existing 63 pages of drawings prepared by Arthur Wolfe of the existing courthouse will be reproduced in ink on Mylar. The U.S. National Park Service will determine whether the size of the copies will be 19" x 24", or 24" x 36".

Photographs: HABS Level II documentation requires large-format photographs and negatives be produced to capture interior and exterior views of the Glendale

Courthouse. It is also recommended that at least four large format photographs be taken to show the building's setting in context, and in relationship to its location.

Document: The HABS Level document must be produced on archival-quality paper, and all large format photographs and negatives labeled to HABS standards.

The HABS document will be submitted to the HABS Division of the National Park Service Pacific West Regional Office, Oakland, California, for review and acceptance to be sent to the National Archives in Washington, D.C. Archival quality copies of the HABS document, containing original photographs and negatives, should be donated to the Glendale Library Special Collections and the Helen Topping Architecture and Fine Arts Library at the University of Southern California.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in significant and unavoidable impacts with regard to historic resources.

Impact 4.3-3 Human Remains. Development of the proposed Project could potentially result in the disturbance of human remains, including those interred outside of formal cemeteries. Therefore, this is a **potentially significant** impact.

As discussed above, there are no known cultural resources within the proposed project area. The Native American Heritage Commission was consulted to determine if any known sacred lands exist in or near the project area. By letter dated April 28, 2011, the NAHC indicated that there are no known sacred lands in the project vicinity, and requested that nine Native American tribes or individuals be contacted for further information. Cogstone contacted each by letter or email that included a map and location information. Sam Dunlap, Tongva/Gabrielino, commented by email that a prehistoric archaeological discovery would be unlikely (refer to the *Archaeological Literature Study*, located in Appendix C). No additional comments were received. Given that the project area is not likely to contain prehistoric archaeological resources, and that there are no known sacred lands in the project vicinity, it is unlikely that project implementation would result in the disturbance of human remains.

While not expected, the remote potential exists that construction activities associated with implementation of the project would have the potential to disturb human remains. Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in section 5097 of the California Public Resources Code (PRC) and sections 7050.5, 7051, and 7054 of the California Health and Safety Code (HSC). Because no known archaeological sites are present in the project area and the area is underlain by disturbed soils, the presence of human remains is a remote possibility. However, if remains are encountered, disturbing these remains could violate PRC and HSC provisions, as well as destroy the resource. Implementation of Mitigation Measure CUL-4 would ensure any remains undergo appropriate examination, treatment, and protection, if any are discovered. Therefore, with mitigation incorporated, impacts associated with disturbance of human remains as a result of project implementation are considered to be **less than significant**.

Mitigation Measures

CUL-4 If human remains are unearthed during construction of the project, 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.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in less than significant impacts with regard to human remains.

4.3.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in significant and unavoidable impacts for the following areas:

Historic Resources. The proposed project would materially impair the historic significance of the existing courthouse by removing character-defining aspects of its design. Therefore, this impact is considered **significant and unavoidable for historic resources**.

All other impacts related to cultural resources are either at less than significant levels or can be mitigated to less than significant levels.

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This chapter includes a description of acoustic fundamentals and the existing noise environment, a summary of applicable regulations, and analyses of potential short- and long-term noise impacts of the proposed project. Mitigation measures are presented to reduce significant noise impacts.

4.4.1 EXISTING SETTING

Acoustic Fundamentals

Acoustics is the scientific study that evaluates perception, propagation, absorption, and reflection of sound waves. Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise. Common sources of environmental noise and noise levels are presented in Table 4.4-1, *Typical Noise Levels*.

TABLE 4.4-1 TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet	100	
Gas lawnmower at 3 feet	90	
Diesel truck moving at 50 mph at 50 feet	80	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, Gas lawnmower at 100 feet	70	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	60	
Quiet urban daytime	50	Large business office, Dishwasher in next room
Quiet urban nighttime	40	Theater, Large conference room (background)
Quiet suburban nighttime	30	Library, Bedroom at night, Concert hall (background)
Quiet rural nighttime	20	Broadcast/Recording Studio
	10	
Threshold of Human Hearing	0	Threshold of Human Hearing
Notes: dB=A-weighted decibels; mph=miles per hour Source: Caltrans, 2009		

Sound Properties

A sound wave is initiated in a medium by a vibrating object (e.g., vocal chords, the string of a guitar, the diaphragm of a radio speaker). The wave consists of minute variations in pressure, oscillating above and below the ambient atmospheric pressure. The number of pressure variation cycles occurring per second is referred to as the frequency of the sound wave and is expressed in hertz.

Directly measuring sound pressure fluctuations would require the use of a very large and cumbersome range of numbers. To avoid this and have a more useable numbering system, the decibel (dB) scale was introduced. A sound level expressed in decibels is the logarithmic ratio of two like pressure quantities, with one pressure quantity being a reference sound pressure. For sound pressure in air the standard reference quantity is generally considered to be 20 micropascals, which directly corresponds to the threshold of human hearing. The use of the decibel is a convenient way to handle the million-fold range of sound pressures to which the human

ear is sensitive. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly summed. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100 fold increase in acoustical energy.

The loudness of sound perceived by the human ear depends primarily on the overall sound pressure level and frequency content of the sound source. The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. There is a strong correlation between the way humans perceive sound and A-weighted sound levels (dBA). For this reason the dBA can be used to predict community response to noise from the environment, including noise from transportation and stationary sources. Sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Noise can be generated by a number of sources, including mobile sources (i.e., transportation) such as automobiles, trucks, and airplanes and stationary sources (i.e., non-transportation) such as construction sites, machinery, and commercial and industrial operations. As acoustic energy spreads through the atmosphere from the source to the receiver, noise levels attenuate (i.e., decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers. Noise generated from mobile sources generally attenuate at a rate of 3 to 4.5 dB per doubling of distance. Stationary noise sources spread with more spherical dispersion patterns that attenuate at a rate of 6 to 7.5 dB per doubling of distance.

Atmospheric conditions such as wind speed, turbulence, temperature gradients, and humidity may additionally alter the propagation of noise and affect levels at a receiver. Furthermore, the presence of a large object (e.g., barrier, topographic features, and intervening building façades) between the source and the receptor can provide significant attenuation of noise levels at the receiver. The amount of noise level reduction (i.e., shielding) provided by a barrier primarily depends on the size of the barrier, the location of the barrier in relation to the source and receivers, and the frequency spectra of the noise. Natural (e.g., berms, hills, and dense vegetation) and human-made features (e.g., buildings and walls) may be used as noise barriers.

All buildings provide some exterior-to-interior noise reduction. A building constructed with a wood frame and a stucco or wood sheathing exterior typically provides a minimum exterior-to-interior noise reduction of 25 dB with its windows closed, whereas a building constructed of a steel or concrete frame, a curtain wall or masonry exterior wall, and fixed plate glass windows of one-quarter-inch thickness typically provides an exterior-to-interior noise reduction of 30 to 40 dB with its windows closed.

Common Noise Descriptors

The intensity of environmental noise fluctuates over time, and several different descriptors of time-averaged noise levels are used. The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of both the noise source and the environment. The noise descriptors most often in relation to the environment are defined below (Caltrans, 2009).

- Equivalent Noise Level (L_{eq}): The equivalent steady-state noise level in a stated period of time that would contain the same acoustic energy as the time-varying noise level during the same period (i.e., average noise level).
- Maximum Noise Level (L_{max}): The highest instantaneous noise level during a specified time period.
- Minimum Noise Level (L_{min}): The lowest instantaneous noise level during a specified time period.

- Day-Night Noise Level (L_{dn}): The 24-hour L_{eq} with a 10-dB penalty applied during the noise-sensitive hours from 10 p.m. to 7 a.m., which are typically reserved for sleeping.
- Community Noise Equivalent Level (CNEL): Similar to the L_{dn} described above with an additional 5-dB penalty applied during the noise-sensitive hours from 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and watching television.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the L_{eq} descriptor listed above, which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors such as L_{dn} and CNEL, as defined above, and shows very good correlation with community response to noise.

Effects of Noise on Humans

Excessive and chronic exposure to elevated noise levels can result in auditory and non-auditory effects on humans. Auditory effects of noise on people are those related to temporary or permanent hearing loss caused by loud noises. Non-auditory effects of exposure to elevated noise levels are those related to behavioral and physiological effects. The non-auditory behavioral effects of noise on humans are associated primarily with the subjective effects of annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning. The non-auditory physiological health effects of noise on humans have been the subject of considerable research attempting to discover correlations between exposure to elevated noise levels and health problems, such as hypertension and cardiovascular disease. The mass of research infers that noise-related health issues are predominantly the result of behavioral stressors and not a direct noise-induced response. The extent to which noise contributes to non-auditory health effects remains a subject of considerable research, with no definitive conclusions.

The degree to which noise results in annoyance and interference is highly subjective and may be influenced by several non-acoustic factors. The number and effect of these non-acoustic environmental and physical factors vary depending on individual characteristics of the noise environment such as sensitivity, level of activity, location, time of day, and length of exposure. One key aspect in the prediction of human response to new noise environments is the individual level of adaptation to an existing noise environment. The greater the change in the noise levels that are attributed to a new noise source, relative to the environment an individual has become accustomed to, the less tolerable the new noise source will be perceived.

With respect to how humans perceive and react to changes in noise levels, a 1 dB increase is imperceptible, a 3 dB increase is barely perceptible, a 6 dB increase is clearly noticeable, and a 10 dB increase is subjectively perceived as approximately twice as loud (Egan, 2007). These subjective reactions to changes in noise levels was developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. It is probably most applicable to noise levels in the range of 50 to 70 dB, as this is the usual range of voice and interior noise levels. For these reasons, a noise level increase of 3 dB or more is typically considered substantial in terms of the degradation of the existing noise environment.

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Gradual and traumatic hearing loss both may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most

interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, and level of the noise, and the exposure time (Caltrans, 2009).

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery or transient in nature, explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA, 2006, Caltrans, 2004). PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA, 2006). This is based on a reference value of 1micro (μ) in/sec.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA, 2006).

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA, 2006).

Construction vibrations can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Table 4.4-2, *Human Response to Different Levels of Groundborne Noise and Vibration*, describes the general human response to different levels of groundborne vibration-velocity levels.

TABLE 4.4-2 HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUNDBORNE NOISE AND VIBRATION

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
Notes: VdB = vibration decibels referenced to 1 inch/second and based on the root mean square (RMS) velocity amplitude. Source: FTA, 2006	

Existing Environment

Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and transit lodging, and other places where low interior noise levels are essential are also considered noise-sensitive. Those noted above are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance. Existing noise- and vibration-sensitive land uses are discussed separately below for each potential project site.

The existing courthouse site is located at 600 East Broadway in downtown Glendale in the city’s civic center area. The proposed project includes construction of a maximum five-story, 110,000 square-foot courthouse with a basement. The proposed courthouse would be constructed in generally the same location as the existing courthouse. A small site behind the existing courthouse, located at 124 South Isabel Street, would be acquired for the construction of a parking structure to accommodate project parking. A second optional site may be acquired for parking, which is located at 135 South Glendale Avenue (the Jewel City Bowl bowling alley). However, the negotiations for this site are preliminary and not finalized at this point.

The existing site is in the vicinity of dense urban uses (commercial office buildings, retail stores, low- and high-density residential buildings). Existing noise- and vibration-sensitive land uses in the project vicinity primarily include high-density residential buildings located approximately 50 feet immediately to the west, low-density residential located approximately 250 feet to the southeast and approximately 300 feet to the east, and the All for Health, Health for All medical office located approximately 145 feet to the northwest of the project site. Medical office uses are also located at 520 and 522 East Broadway, west of the project site. It is noted that these are conservative distances as they are measured from the exterior project boundary only and not from the future locations of individual buildings within the interior of the project site. Refer to Exhibit 4.4-1, *Noise Sensitive Receptor Locations*.

4.4.2 REGULATORY BACKGROUND

Various private and public agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise. Applicable standards and guidelines are described below.

Federal Plans, Policies, Regulations, and Laws

EPA’s Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception EPA’s Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to state and local governments.

State Plans, Policies, Regulations, and Laws

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation.

Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for both exterior-to-interior sound insulation as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dB L_{dn}/CNEL, with windows closed, in any habitable room for general residential uses.

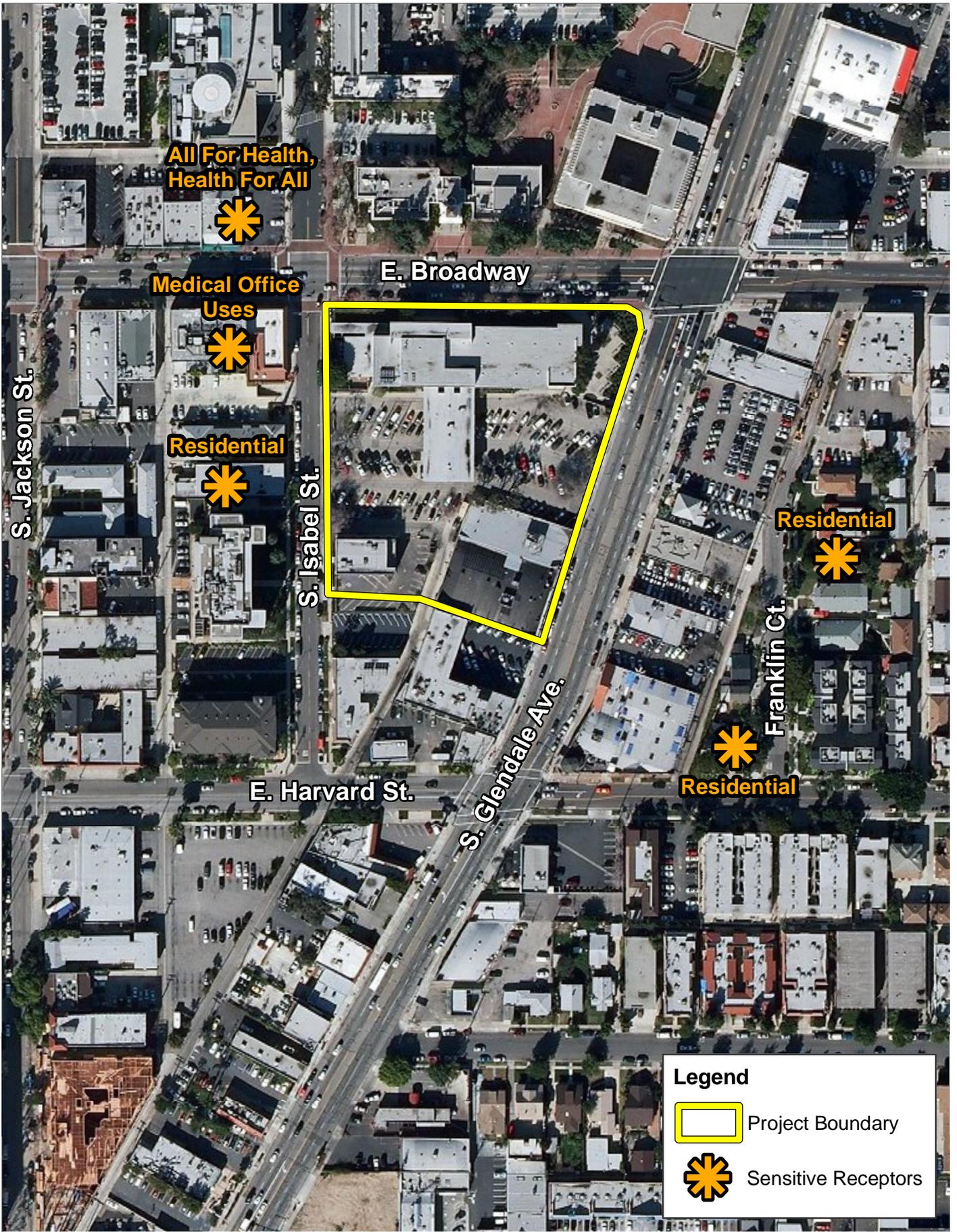
Though not adopted by law, the *State of California General Plan Guidelines 2003*, published by the California Governor’s Office of Planning and Research (OPR), provides guidance for the compatibility of projects within areas of specific noise exposure. Table 4.4-3, *Noise Compatibility Guidelines*, presents acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise, and the community’s assessment of the relative importance of noise pollution.

TABLE 4.4-3 NOISE COMPATIBILITY GUIDELINES

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dB)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential - Single Family, Duplex, Mobile Home	<60	60-70	70-75	75+
Residential - Multiple Family	<65	65-70	70-75	75+
Transient Lodging, Motel, Hotel	<65	65-70	70-80	80+
School, Library, Church, Hospital, Nursing Home	<65	65-70	70-80	80+
Auditorium, Concert Hall, Amphitheater		<70		70+
Sports Arenas - Outdoor Spectator Sports		<75		75+
Playground, Neighborhood Park	<70		70-75	75+
Golf Courses, Stable, Water Recreation, Cemetery	<75		75-80	80+
Office Building, Business Commercial and Professional	<70	70-75	75+	
Industrial, Manufacturing, Utilities, Agriculture	<75	75-80	75+	

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels; L_{dn} = day-night average noise level
¹ Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
² New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
³ New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
⁴ New construction or development should generally not be undertaken.
 Source: State of California Governor’s Office of Planning and Research, 2003

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Legend

-  Project Boundary
-  Sensitive Receptors



Source: ESRI Aerial Imagery

New Glendale Courthouse Draft EIR
Noise Sensitive Receptor Locations

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LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

City of Glendale General Plan Noise Element

The city's *General Plan* Noise Element contains the following applicable goals and policies (Glendale, 2007):

Goal 1: Reduce noise impacts from transportation noise sources.

Goal 2: Reduce noise from non-transportation sources.

Goal 3: Continue incorporating noise considerations into land use planning decisions.

Policy 3.1: Ensure that land uses comply with adopted standards.

Policy 3.2: Encourage acoustical mitigation design in new construction when necessary.

Goal 4: Enhance measures to control construction noise impacts.

Policy NZ-1.6: Incorporate sound reducing measures in new construction around the airport.

Policy NZ-2.3: Land use designations shall follow State of California noise and land use compatibility guidelines.

Policy NZ-2.4: Protect existing residential areas from future noise impacts.

Goal NZ-3: Respect individuals' rights to avoid exposure to excessive or unwanted noise.

Policy NZ-3.1: Enforce existing noise regulations.

Policy AE-4.1: Develop a Noise Control program.

City of Glendale Municipal Code

Title 8, Health and Safety, Chapter 8.36 Noise Control, contains the following applicable articles.

Section 8.36.040 Presumed noise standards:

A. *The following exterior noise standards, unless otherwise specifically indicated, shall apply to all property within a designated zone:*

<i>Zone:</i>	<i>Decibels:</i>	<i>Time:</i>
<i>Cemetery and residential (single family and duplex)</i>	<i>45 dBA</i>	<i>Nighttime</i>
<i>Cemetery and residential (single family and duplex)</i>	<i>55 dBA</i>	<i>Daytime</i>
<i>Residential (multifamily, hotels, motels and transient lodgings)</i>	<i>60 dBA</i>	<i>Anytime</i>
<i>Central business district and commercial</i>	<i>65 dBA</i>	<i>Anytime</i>
<i>Industrial</i>	<i>70 dBA</i>	<i>Anytime</i>

B. The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated zone:

<i>Zone:</i>	<i>Decibels:</i>	<i>Time:</i>
<i>Residential</i>	<i>45 dBA</i>	<i>Nighttime</i>
<i>Residential</i>	<i>55 dBA</i>	<i>All other times</i>

Section 8.36.050 Minimum and maximum ambient noise levels:

- A. Where the actual ambient is less than the presumed ambient, the actual ambient shall control and any noise in excess of the actual ambient, plus five dBA, shall be a violation.*
- B. Where the actual ambient is equal to or more than the presumed ambient, the actual ambient shall control and any noise may not exceed the actual ambient by more than five dBA; however, in no event may the actual ambient exceed the presumed noise standards by five dBA.*
- C. At the boundary line between two zones, the arithmetic average of the presumed ambient noise levels shall be used.*

Section 8.36.080 Construction on buildings, structures and projects.

It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects within the city between the hours of seven p.m. on one day and seven a.m. of the next day or from seven p.m. on Saturday to seven a.m. on Monday of from seven p.m. preceding a holiday, as designated in Chapter 3.08 of the municipal code, to seven a.m. following such holiday unless beforehand a permit therefore has been duly obtained from the building official. No permit shall be required to perform emergency work as defined in this chapter.

Section 8.36.210 Vibration:

Operating or permitting the operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet from the source if on a public space or public right-of-way shall be a violation.

Vibration Criteria

CEQA states that the potential for any excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term “excessive” vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration; however, federal, state, and local governments have yet to establish specific groundborne noise and vibration requirements. The Federal Transit Administration (FTA) and the California Department of Transportation (Caltrans) have published the primary methodology used for the analysis of groundborne noise and vibration relating to transportation and construction-induced vibration.

With respect to structural damage, Caltrans recommends that a level of 0.2 in/sec PPV not be exceeded for the protection of normal residential buildings, and that 0.1 in/sec PPV not be exceeded for the protection of old or historically significant structures (Caltrans, 2004).

To address the human response to groundborne vibration, FTA has guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines recommend 65 VdB referenced to 1 microinch per second ($\mu\text{in}/\text{sec}$) and based on the root mean square (RMS) velocity amplitude for land uses where low ambient vibration is essential for interior operations (e.g., hospitals, high-tech manufacturing, laboratory facilities); 80

VdB for residential uses and buildings where people normally sleep; and 83 VdB for institutional land uses with primarily daytime operations (e.g., schools, churches, clinics, offices) (FTA, 2006).

Determination of a Significant Increase in Noise Levels

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it “increases substantially the ambient noise levels for adjoining areas.”

Table 4.4-4, *Significance of Changes in Cumulative Noise Exposure*, is based upon recommendations made in August 1992 by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been asserted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn} .

TABLE 4.4-4 SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dBA	+5.0 dB or more
60-65 dBA	+3.0 dB or more
>65 dBA	+1.5 dB or more

Source: FICON, 1992

Based on Table 4.4-4, an increase in the traffic noise level of 1.5 dB or more would be significant where the ambient noise level exceeds 65 dB L_{dn} . The rationale for the Table 4.4-4 criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant annoyance.

4.4.3 IMPACTS AND MITIGATION MEASURES

Method of Analysis

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA’s Guide on Transit Noise and Vibration Impact Assessment methodology (FTA, 2006) and the Federal Highway Administration’s (FHWA) Roadway Construction Noise Model User’s Guide (FHWA, 2006). Reference levels are noise and vibration emissions for specific equipment or activity types that are well documented and the usage thereof common practice in the field of acoustics.

With respect to non-transportation noise sources (e.g., stationary) associated with project implementation, the assessment of long-term (operational-related) impacts was based on reconnaissance data, existing documentation, reference noise emission levels, and standard attenuation rates and modeling techniques. As stated above, reference levels are noise emissions for specific equipment or activity types that are well documented and the usage thereof common practice in the field of acoustics.

Given the replacement nature of the project, the project impacts are primarily short term construction in nature. As discussed in the following analysis, long term operational noise impacts would not substantially

change in comparison to existing courthouse operations. Similarly, court operations during construction are not anticipated to generate substantially different noise impacts than current operations, as the AOC would utilize existing available public or private office or institutional buildings.

To evaluate relative significance, noise and vibration impacts were determined based on comparisons to applicable regulations and guidance provided by federal, state, and local agencies.

Thresholds of Significance

Criteria for determining the significance of impacts related to noise were based on the environmental checklist form in Appendix G of the State *CEQA Guidelines*. For the purposes of this Draft EIR section, noise impacts resulting from implementation of the proposed project would be considered significant if the project would cause:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of an active private airstrip, where the project would expose people residing or working in the project area to excessive noise levels.

Issues not Discussed Further

The project site is not located within an airport land use plan or within the vicinity (i.e., two miles) of a public (including public use) airport or a private airstrip. Thus, the proposed project would not result in noise impacts related to the exposure of people residing or working in the project area to excessive aircraft-related noise levels. This issue is not discussed further in the EIR.

Existing Regulations and Project Design Features

Existing local, State and federal regulations noted above will avoid or mitigate potential impacts related to noise. As identified in Section 3.5, *Project Objectives and Design Principles*, and Section 3.6.5, *Environmental Protection Measures*, the proposed project will implement the following Project Design Features which will also serve to reduce, avoid or offset potentially adverse impacts:

- Ensure that construction personnel turn off equipment when equipment is not in use.
- Ensure that all vehicles and compressors utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.
- Install sound barriers around the perimeter of the proposed project site when engaging in activities that will produce a prolonged noise exposure exceeding the city's noise ordinance¹.

¹ <http://www.ci.glendale.ca.us/gmc/8.36.asp>

- Ensure that construction operations do not use impact or sonic pile drivers. Screw piles are appropriate.
- When feasible, for construction operations use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.

Project Impacts and Mitigation

Impact 4.4-1	<p>Long-Term Exposure of Existing Sensitive Receptors to Project-Generated Operational-Related Increases in Stationary Source Noise Levels. Operation of the proposed Project could result in increased noise levels from stationary-sources that exceed the applicable standards (8.36.040, Presumed noise standards, of the <i>Glendale Municipal Code</i>) at nearby offsite sensitive receptors at the Project site. Therefore, long-term onsite operation-related stationary-source noise could result in the exposure of persons offsite to or generation of noise levels in excess of applicable standards, or create a substantial permanent increase in ambient noise levels in the Project vicinity without the proposed project. Therefore, this is a potentially significant impact.</p>
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On-Site Stationary Equipment

Implementation of the proposed project would include onsite stationary noise sources, primarily heating, ventilation, and air conditional (HVAC) system(s) (e.g., electrical motors, pumps, air compressors, and fans). Without proper noise control or enclosure, such equipment could result in noise levels of more than 100 dBA at three feet from the source depending on the exact type and size (EPA, 1971). Specifically, pumps could result in noise levels of more than 90 dBA at three feet, which would result in noise levels of approximately 66 dBA L_{eq}^2 at the nearest sensitive uses (i.e., high-density residential buildings located approximately 50 feet immediately to the west) which exceeds the *Glendale Municipal Code* daytime exterior noise standards of 60 dBA for residential (multifamily, hotels, motels and transient lodgings). It is noted that these are conservative distances as they are measured from the exterior project boundary only and not from the future locations of individual buildings within the interior of the project site. Stationary noise sources would not operate during nighttime hours. Onsite noise-generating stationary equipment would be shielded, enclosed and/or placed on the roof top, which would substantially reduce noise levels at the nearest sensitive uses further below acceptable levels. Use of modern sound attenuation design measures incorporated into the project design would reduce building stationary equipment to compliance with local noise standards. It should also be noted that this is a “replacement project” and as such, there are not anticipated substantial changes in operational noise in comparison to the existing courthouse. In fact, use of modern stationary equipment, secure and/or subterranean access, and modern site planning techniques may in fact reduce operational noise in comparison to existing operations. Noise levels from mechanical equipment would be reduced through the implementation of Mitigation Measure NOI-1 requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment, and the installation of equipment with proper acoustical shielding (muffling). Therefore, long-term onsite operation-related stationary-source noise would not result in the generation of noise levels in excess of applicable standards, or create a substantial permanent increase in ambient noise levels in the project vicinity without the proposed project. This impact is considered **less than significant with mitigation incorporated**.

² Based upon the assumption of 6 dBA attenuation with each doubling of distance.

Mitigation Measures

NOI-1 Mechanical equipment shall be placed as far practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

Level of Significance after Mitigation

After the implementation of mitigation measures, the proposed project would result in less than significant impacts with regard to exposure of sensitive receptors to noise.

Impact 4.4-2 Exposure of Existing Sensitive Receptors to Excessive Groundborne Vibration from Project-Related Activities. Demolition, construction, and operation of the proposed Project would not result in increased vibration levels that exceed the applicable standards at nearby offsite sensitive receptors. Therefore, the Project would not result in the exposure of persons offsite to or generation of vibration levels in excess of applicable standards. Therefore, this is a **less than significant** impact.

Demolition and construction of the proposed project may result in varying degrees of temporary groundborne vibration and noise, depending on the specific construction equipment used and activities involved. Groundborne vibration and noise levels associated with various types of construction equipment and activities are summarized in Table 4.4-5, *Representative Groundborne Vibration and Noise Levels for Construction Equipment*. Based on the information provided in the project description and on the types of construction activities associated with the proposed project (e.g., site preparation, excavation, building erection) it is expected that maximum groundborne vibration and noise levels would be associated with the use of large dozers, drilling, or heavy construction trucks. Pile drivers would not be used for construction.

TABLE 4.4-5 REPRESENTATIVE GROUNDBORNE VIBRATION AND NOISE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec) ¹	Approximate Lv (VdB) at 25 feet ²
Large Dozer	0.089	87
Caisson Drilling	0.089	87
Trucks	0.076	86
Rock Breaker	0.059	83
Jackhammer	0.035	79
Small Dozer	0.003	58

¹ PPV = the peak particle velocity
² Lv = the root mean square velocity expressed in vibration decibels (VdB), assuming a crest factor of 4.
Source: FTA, 2006³

According to the FTA, levels associated with the use of a large dozer (or drilling) are 0.089 in/sec PPV and 87 VdB at 25 feet. Construction trucks are listed as 0.076 in/sec PPV and 86 VdB at 25 feet. Although residential uses located approximately 50 feet immediately to the west could experience increased vibration levels, these

³ <http://www.fta.dot.gov/>

instances would be intermittent and short-term. Additionally, it is noted that these distances are conservative as they are measured from the exterior project boundary only and not from individual construction areas within the interior of the project site. Construction would occur throughout the project site and would not be concentrated or confined in any area directly adjacent to the nearest sensitive land uses. Maximum groundborne vibration and noise levels from operational-related activities (e.g., buses or trucks) would be less than those discussed above for construction-related activities. Thus, implementation of the proposed project would not result in the exposure of existing offsite receptors to excessive groundborne vibration levels. Therefore, this impact is considered **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4.4-3	Long-Term Exposure of Existing Sensitive Receptors to Project-Generated Operational-Related Increases in Traffic Source Noise Levels. Implementation of the proposed Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Therefore, this is a less than significant impact.
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A 3 dBA change in noise levels is not typically perceived by persons with average hearing. Some people can detect a change in noise levels between 3 dBA and 5 dBA. Changes greater than 5 dBA are readily perceived by people with average hearing. A doubling of project-generated traffic volume increases the sound level by 3 dBA (Caltrans, 2009). According to the Circulation Element of the *General Plan*, Exhibit 3-8, *Comparison of Existing and Projected 2010 Traffic Volumes on Selected Streets*, Broadway, between Brand Boulevard and Glendale Avenue, is projected at 24,500 ADT while Colorado Street, between Glendale Avenue and Chevy Chase Drive, is projected at 33,000 ADT in 2010. Project generated traffic volume assumptions were based upon the *ITE Trip Generation (8th Edition, 2008)* and *Pass-By Reduction – ITE Trip Generation Handbook (2nd Edition, 2004)*. The proposed project would replace an existing Courthouse and Board of Realtors office buildings with an improved, appropriately-sized courthouse facility and an associated parking structure, all within the boundaries of existing property lines. Replacement of the Board of Realtors building, and possibly the Jewel City Bowl building, with court related parking, would serve to reduce future traffic and operational noise in the project area. The project does not involve permanent changes to roadways, and all vehicular access points would be designed according to applicable standards. As the project would not create a net increase in vehicular trips in the study area, implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels. Therefore, this impact is considered **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 4.4-4	Short-Term Exposure of Existing Sensitive Receptors to Project-Generated Increases in Demolition and Construction Source Noise Levels. Project-generated increases in demolition and construction source noise levels may exceed the applicable standards at nearby offsite sensitive receptors with regards to the Project site. Therefore, this is a potentially significant impact.
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Construction activities are generally short in duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would begin in 2013, and would be completed in 2015. Building occupancy would be completed by late 2015.

Construction noise levels in the vicinity of proposed project would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several stages, each phase requiring a specific complement of equipment with varying equipment type, quantity, and intensity. These variations in the operational characteristics of the equipment change the effect they have on the noise environment of the project site and in the surrounding community for the duration of the construction process.

To assess noise levels associated with the various equipment types and operations, construction equipment can be considered to operate in mobile or stationary mode. Mobile equipment sources move around a construction site performing tasks in a recurring manner (e.g., loaders, graders, dozers). Stationary equipment operates in a given location for an extended period of time to perform continuous or periodic operations. Operational characteristics of heavy construction equipment are additionally typified by short periods of full-power operation followed by extended periods of operation at lower power, idling, or powered-off conditions.

Additionally when construction-related noise levels are being evaluated, activities that occur during the more noise-sensitive evening and nighttime hours are of increased concern. As exterior ambient noise levels typically decrease during the late evening and nighttime hours as traffic volumes and commercial activities decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential uses. However, the proposed project would not require construction activities during evening or nighttime hours.

The site preparation phase typically generates the most substantial noise levels because of the onsite equipment associated with grading, compacting, and excavation are the noisiest. Site preparation equipment and activities include backhoes, bulldozers, loaders, and excavation equipment (e.g., graders and scrapers). Erection of large structural elements and mechanical systems could require the use of a crane for placement and assembly tasks, which may also generate noise levels. Based on the information provided in the project description and on the types of construction activities associated with the proposed project (e.g., site preparation, excavation, and building erection) it is expected that maximum noise levels would be associated with the use of large dozers, graders, and loaders/backhoes.

Noise emission levels from these types of construction equipment are shown in Table 4.4-6, *Noise Emission Levels from Construction Equipment*.

TABLE 4.4-6 NOISE EMISSION LEVELS FROM CONSTRUCTION EQUIPMENT

Equipment Type	Typical Noise Level (dBA) @ 50 feet
Air Compressor	78
Asphalt Paver	77
Backhoe	78
Compactor	83
Concrete Breaker	82
Concrete Pump	81
Concrete Saw	90
Crane, Mobile	81
Dozer	82
Front-end Loader	79
Generator	81
Grader	85
Hoe Ram Extension	90
Jack Hammer	89
Pneumatic Tools	85
Rock Drill	81
Scraper	84
Trucks	74–81
Water Pump	81

Notes:
 Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.
 Source: FTA, 2006

Based on the information provided in Table 4.4-6 and accounting for typical usage factors of individual pieces of equipment and activity types along with typical attenuation rates, onsite construction-related activities could result in hourly average noise levels of approximately 85 dB L_{eq} at 50 feet at the sensitive receptors located closest to the project site (i.e., high-density residential buildings located approximately 50 feet immediately to the west). It is noted that these are conservative distances as they are measured from the exterior project boundary only and not from individual construction areas within the interior of the project site. Construction would occur throughout the project site and would not be concentrated or confined to any area directly adjacent to the nearest sensitive land uses. Therefore, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near adjacent sensitive uses. Additionally, due to the relatively flat nature of the project site, excavation would be minimal.

The project would involve construction traffic in terms of equipment and construction workers, typical of an urban institutional/office construction project. Since this is a replacement project and the courthouse already has a basement, there will be relatively nominal grading or excavation. Equipment and relatively minor soil export, if any, will utilize existing city truck routes and obtain Caltrans approval if required for any oversized loads or special materials.

Construction activities would be required to comply with the city's Noise Ordinance (Title 8, Health and Safety, Chapter 8.36 Noise Control, Section 8.36.080 Construction on buildings, structures and projects), which permits construction activities between 7:00 A.M. and 7:00 P.M. on weekdays. If construction activities occur on

Saturdays, it shall commence no earlier than 7:00 A.M. and cease no later than 7:00 P.M. Although the AOC is not required to comply with local land use or municipal code regulations, the AOC adheres to local regulations where practical, while maintaining its exempt status and primary focus of meeting the Judicial Council's requirements in a timely and cost effective manner. Furthermore, Mitigation Measure NOI-2 would require best management practices to reduce noise from engine exhausts and provide for Noise Disturbance Coordinator whom would be required to immediately address any noise complaints received. Project-generated increases in construction source noise levels would not exceed the applicable standards at nearby offsite sensitive receptors with regards to the project site. Thus, project-generated construction source noise levels would not result in the exposure of noise-sensitive receptors to a substantial temporary increase in ambient noise levels. Therefore, this impact is considered **less than significant impact with mitigation incorporated**.

Mitigation Measures

NOI-2 Prior to Grading Permit Issuance, the AOC shall implement the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- When feasible, construction operations will use electric construction power in lieu of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations.
- Designate a disturbance coordinator and conspicuously post this person's number around the project site and in adjacent public spaces. The disturbance coordinator will receive all public complaints about construction noise disturbances and will be responsible for determining the cause of the complaint, and implement any feasible measures to be taken to alleviate the problem.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

4.4.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the proposed project would result in no significant and unavoidable impacts with regard to noise after the implementation of mitigation measures.

5.1 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

This Draft EIR provides an analysis of cumulative impacts of the proposed New Glendale Courthouse taken together with other past, present, and probable future projects producing related impacts, as required by section 15130 of the *CEQA Guidelines*. The goal of such an evaluation is twofold: first, to determine whether the combined impacts of all such projects would be cumulatively significant; and second, to determine whether the proposed project itself would cause a “cumulatively considerable” (and thus significant) incremental contribution to any such cumulatively significant impacts. (See State *CEQA Guidelines* sections 15130[a]-[b], section 15355[b], section 15064[h], section 15065[c]). section 15130 of the State *CEQA Guidelines* states that: “(t)he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impacts to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.”

Mitigation measures are to be developed to reduce the project’s contribution to cumulative effects to a less than significant level or otherwise to the degree it is feasible to do so. State *CEQA Guidelines* section 15130(c) acknowledges that sometimes the only feasible method for mitigating or avoiding significant cumulative effects is to adopt ordinances or regulations that apply to all projects that contribute to the cumulative effect.

5.1.1 CUMULATIVE DEVELOPMENT ASSUMPTIONS

State *CEQA Guidelines* section 15130(b)(1) provides two approaches to analyzing cumulative impacts. The first is the list approach, which requires a listing of past, present, and probable future projects producing related or cumulative impacts. The second is the summary approach wherein the relevant projections contained in an adopted general plan or related planning document that is designed to evaluate regional or area-wide conditions are summarized. The second approach was used in the cumulative impact analysis for the proposed project, as described below.

The cumulative impacts analysis for the proposed project relied upon the projections of the city of Glendale’s *General Plan (1997)* and the city of Glendale’s *Downtown Specific Plan EIR (2006)*. It should be noted that the proposed project is a replacement project, is consistent with the *General Plan* and the overall intent and purpose of the downtown core and civic center area. Therefore, on a long-term cumulative impact basis, the proposed project would have no net change in cumulative impacts in comparison to the existing facility, and in fact may reduce long-term cumulative impacts by replacing one or both adjacent parcels (the Board of Realtors and potentially the Jewel City Bowl buildings) with court-related parking. Therefore, the primary cumulative issues for the proposed project are temporary construction-related impacts (which would occur at any similar site) and a potential decline in the quantity or quality of Modern Era historic buildings in Glendale and the greater Los Angeles area.

5.1.2 CUMULATIVE IMPACTS

AIR QUALITY

Determination: Significant and Unavoidable Impact.

Construction Related Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative SCAB-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2007 AQMP pursuant to federal Clean Air Act (CAA) mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2007 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the South Coast Air Basin (SCAB), which would include related projects.

Compliance with SCAQMD rules and regulations, as well as implementation of Mitigation Measures AQ-1 through AQ-5, would reduce the proposed project's construction-related impacts. However, as discussed in Impact Statement 4.1-2 and 4.1-3, localized concentrations for PM₁₀ and PM_{2.5} would be exceeded during the demolition and grading phases (during the first five months of construction) of the project. ROG emissions, which are a precursor pollutant to O₃, would also exceed the SCAQMD threshold of 75 lb/day in 2014 primarily as a result of architectural coatings. Although emissions are considered "significant and unavoidable," this impact is temporary, is typical of urban construction projects, and the ROG exceedance could occur without the project through the normal course of building repainting programs for the existing courthouse.

Therefore, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, could produce "cumulatively considerable" temporary air quality impacts if several construction projects were underway concurrently. This impact is considered **significant and unavoidable**.

The SCAQMD neither recommends quantified analysis of cumulative construction or operational emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. However, if individual development projects generate operational emissions that exceed the SCAQMD recommended daily thresholds, project-specific impacts would also cause a cumulative considerable increase in emissions for those pollutants for which the SCAB is in non-attainment.

Operational Impacts

As discussed previously, the proposed project is not anticipated to result in a significant net increase in long-term air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with project operations would be less than significant. This impact is considered **less than significant**.

CLIMATE CHANGE

Determination: Less Than Significant Impact

As discussed in Impact Statement 4.2-1, project-generated SCAQMD emissions (1,264 MT CO₂e/year) would be below the SCAQMD-established recommended threshold of 3,000 MT CO₂e/year. Project emissions would be further reduced with LEED Silver building design measures, proximity to public transit, and reduced automobile use associated with the infill location of the site. As such, the project would not substantially contribute to cumulative GHG emissions.

The proposed project would not directly or indirectly generate a quantity of GHG emissions that would have a significant impact or cumulatively considerable contribution to climate change.¹ Therefore, this incremental increase in GHGs would not be cumulatively considerable and would be **less than significant**.

CULTURAL RESOURCES

Determination: Significant and Unavoidable Impact.

The geographic context for the analysis of cumulative impacts to archaeological and paleontological resources, including human remains, is the city of Glendale, which includes all cumulative growth within the city, as represented by full implementation of the *General Plan*. Development in the city would require grading and excavation that could potentially affect archaeological or paleontological resources or human remains. The cumulative effect of these projects would contribute to the continued loss of subsurface cultural resources if these resources are not protected upon discovery. However, CEQA requirements and the city's *General Plan* protect archaeological and paleontological resources and human remains. If subsurface cultural resources are protected upon discovery as required by law, cumulative impacts to those resources would be less than significant. As indicated above, Mitigation Measures CUL-1 through CUL-3 would be imposed for development associated with the proposed project and enforced throughout construction. The contribution of potential impacts from the proposed project to the cumulative destruction of subsurface cultural resources throughout Glendale would not be cumulatively considerable and would, therefore, be **less than significant**.

The geographic context for the analysis of cumulative impacts to historical resources is the city of Glendale and cumulative growth under full implementation of the *General Plan*. Cumulative impacts related to cultural resources could occur to the extent that future development projects in the city could result in significant impacts to multiple identified historical resources. Because the proposed project could result in demolition of historic structures for which no feasible mitigation measures exist, the impact would be cumulatively significant. Since the proposed project would result in a significant and unavoidable impact to an historic structure, as noted above, the project's contribution would be cumulatively considerable when combined with the cumulative projects within the city. As discussed in Section 4.3, *Cultural Resources*, the primary historic resource associated with the proposed project is Modern Era historic buildings. The historic resources report (Appendix C) and the Los Angeles Conservancy's NOP comment letter (Appendix A) provide additional background on the importance and status of this historic resource. While intending to retain as much of the character-defining features of the existing courthouse as reasonable and feasible, the AOC does not anticipate being able to retain all character-defining features, and may possibly (although this is not the intent) need to completely reconstruct the courthouse depending on seismic safety, structural issues, construction conditions and/or operational requirements of the Judicial Council. Therefore, the project's cumulative historic resource impact is considered to be **significant and unavoidable**.

¹ The AOC recognizes that global climate change is in itself a potentially significant cumulative concern, on a global level. Extensive information is available on this subject, as summarized in Section 4.2. The Project does not represent the potential to adversely affect global climate change.

NOISE

Determination: Less Than Significant Impact

Construction-related noise for the proposed project and each related project would be localized. In addition, each of the related projects would have to comply with the city's Noise Ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Additionally, the project does not involve permanent changes to roadways, and all vehicular access points would be designed according to applicable standards. As the project would not create a net increase in vehicular trips in the project area, implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels and would not contribute to a cumulative increase in operational noise levels. The proposed project would also introduce the use of stationary equipment that would increase noise levels within the area. Based on the fact that noise dissipates as it travels away from its source, noise impacts from on-site stationary sources would be limited to the project site and immediate vicinity. As such, noise impacts from related projects, in conjunction with project-specific noise impacts, would not have the potential to result in cumulatively considerable impacts. Therefore, the cumulative noise impacts are considered to be **less than significant**.

5.2 GROWTH INDUCING IMPACTS

Determination: Less Than Significant Impact.

PRC section 21100(b)(5) specifies that growth-inducing impacts of a project must be addressed in an EIR. Section 15126(d) of the State *CEQA Guidelines* states that a proposed project is growth-inducing if it could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Included in the definition are projects that would remove obstacles to population growth. Examples of growth-inducing actions include developing water, wastewater, fire, or other types of services in previously unserved areas, extending transportation routes into previously undeveloped areas, and establishing major new employment opportunities. The following is a summary of the direct and indirect growth-inducing impacts that could result with implementation of the project.

- Construction of major projects can sometimes foster short-term economic growth associated with construction employment opportunities. The number of short-term construction jobs required to build the proposed facility would be approximately 200 to 300 construction workers over the entire construction period. Relative to regional employment and the recent downturn in the construction industry, the number of short-term jobs would not induce substantial economic growth.
- Because the potential project site is located downtown in close proximity to existing retail and services, and is essentially a replacement project, the proposed project does not have significant potential to induce secondary employment resulting from the creation of jobs that might occur in an effort to provide goods and services to a new facility and an influx of new employees.

The proposed project is consistent with the *General Plan* Land Use designation. Therefore, any growth resulting from the proposed project (anticipated to be minimal) is already anticipated in the growth assumed under the city of Glendale *General Plan* Land Use Element. The project is also a replacement project, and as such does not represent new development or unanticipated growth. The project is not adding any new infrastructure or utility extensions that could serve future unplanned growth. The city, in itself, is substantially built out, particularly the civic core in which the project resides.

Therefore, the proposed project would result in a **less than significant impact** related to growth inducement.

6.1 INTRODUCTION AND CEQA REQUIREMENTS FOR ALTERNATIVES ANALYSIS

Section 15126.6(a) of the State *CEQA Guidelines* requires EIRs to “...describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid, or substantially lessen, any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The EIR must consider a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation. The EIR does not need to consider every conceivable alternative to a project, nor infeasible alternatives.

The purpose of the alternatives analysis is to focus on the discussion of alternatives to the proposed project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (Section 15126.6(b) of the State *CEQA Guidelines*).

The State *CEQA Guidelines* further require that the alternatives be compared the proposed project’s environmental impacts and that the “No Project” Alternative be considered (Section 15126.6[d][e] of the State *CEQA Guidelines*).

“Feasibility” (e.g., “... feasibly attain most of the basic objectives of the project ...”), is defined by the State *CEQA Guidelines* Section 15126.6(f)(1):

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

Three essential factors for the development of alternatives that meet the criteria specified in Section 15126.6(a) are to acknowledge the objectives of the project, the project’s significant effects, and unique project considerations. EIRs must also contain a discussion of “potentially feasible alternatives. The lead agency’s decision-making body has the ultimate determination as to whether an alternative is feasible or infeasible. For the proposed project, the lead agency’s decision-making body is the Director of the Administrative Office of the Courts. (Refer to Public Resources Code, § 21081[a][3].)

6.2 RANGE OF ALTERNATIVES CONSIDERED

The range of alternatives to the project is addressed below in the discussion of “Alternatives Considered but not Analyzed in Detail.” Among other alternatives, a “No Project” Alternative must be evaluated in comparison to the proposed project. This alternative must “discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with the available infrastructure and community services.” (Refer to State *CEQA Guidelines* Section 15126.6(e)). The No Project alternative assumes that the existing Glendale courthouse would continue operating at its current capacity.

6.3 FACTORS CONSIDERED IN IDENTIFYING PROJECT ALTERNATIVES

The alternatives evaluated in an EIR need to consider the objectives of the project. Sometimes a project has conditions that naturally provide few feasible alternatives; however, the project objectives cannot be so slim as to limit consideration of alternatives.

In the case of the proposed New Glendale Courthouse project, the critical objective is to provide a safe, secure and operationally effective courthouse for the Glendale area (see discussion below). The scope of project alternatives is, therefore, limited to those that can meet this objective in the Glendale area. The site selection and alternatives evaluation was also influenced by a strong desire by local stakeholders (city of Glendale and the Glendale Historical Society) for the AOC to utilize the existing courthouse site, in an effort to maintain its historic function and context, and through the continued use as a courthouse to ensure its long-term viability in the community.

In October 2008, the Judicial Council adopted an update to the *Prioritization Methodology for Trial Court Capital-Outlay Projects* based on SB 1407. SB 1407 identified funding to address both “immediate and critical need” courthouse projects. The Plan identifies five priority groups to which 153 projects were assigned based on their project score (determined by existing security, physical conditions, overcrowding, and access to court services). The New Glendale Courthouse project ranked in the “immediate need” category (one of the highest priority groups) and was selected as one of 41 projects to be funded by SB 1407 funds.

Chapter 3, *Project Description*, of this EIR, discusses the primary and fundamental objective of the proposed project which is to develop a new courthouse facility, identified as an “immediate and critical need,” to protect the safety and security of and to provide sufficient capacity to the public, litigants, jurors, and families who are served by California’s courts. The proposed new courthouse would continue to support criminal, traffic, small claims, and limited civil proceedings. The project will accomplish the following immediately-needed improvements to the Superior Court and enhance its ability to serve the public:

- Replace the unsafe, overcrowded, and physically and functionally deficient court-occupied space in the Glendale Courthouse;
- Provide space for increased criminal and civil court proceedings;
- Provide space for onsite jury assembly, which is currently unavailable;
- Create a modern, secure courthouse for criminal, traffic, small claims, and limited civil proceedings, and for the provision of basic services heretofore not provided to county residents due to space restrictions. These include a self-help center to benefit Glendale and other neighboring courthouses such as Burbank, Pasadena, Alhambra, Hollywood, and those located within central Los Angeles; a jury assembly room; appropriately-sized courtroom waiting areas and jury deliberation rooms; appropriately-sized public counter queuing areas; adequately-sized in-custody holding; attorney interview/witness waiting rooms; a children’s waiting room; and
- Create operational efficiencies through the new courthouse design.

6.4 SUMMARY OF ENVIRONMENTAL IMPACTS

This section contains summary statements of the site-specific environmental constraints and their effects on the range of alternatives considered, as identified and discussed in *Chapter 4, Environmental Setting, Environmental*

Impacts, and Mitigation Measures, of this Draft EIR. The summary statements discuss implementation of the proposed courthouse at both potential sites.

As discussed in Chapter 4.1, “**Air Quality**,” the proposed project would not result in a long-term impact on the region’s ability to meet state and federal air quality standards. However, implementation of the proposed project would result in significant and unavoidable impacts for short term construction emissions of criteria pollutants (ROG emissions) and exposure of sensitive receptors to substantial pollutant concentrations for PM₁₀ and PM_{2.5} during the demolition and grading phases (first five months of construction).

As discussed in Chapter 4.2, “**Climate Change**,” the proposed project would not be anticipated to generate green house gas (GHG) emissions, directly or indirectly, that would have a significant impact or cumulatively considerable contribution to climate change. As a result, this incremental increase in GHGs would not be cumulatively considerable and would be less than significant. Mitigation measures would further reduce these impacts. In addition, the city of Glendale does not currently have a plan, policy, or regulation adopted for the purpose of reducing GHG emissions. City staff is working on a GHG reduction plan for the city, which will include a GHG inventory and strategies for reducing those emissions. However, as the GHG reduction plan is in progress and is not yet completed or adopted, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs.

As discussed in Chapter 4.3, “**Cultural Resources**,” there is potential for cultural resources to be impacted by the proposed project. Impacts to archaeological resources and the disruption of human remains are not anticipated; however undocumented Native American artifacts may be uncovered during construction of the proposed project and mitigation is provided to reduce the impacts to less than significant. The existing courthouse, designed by Arthur Wolfe in the 1950s, is eligible for listing individually in the National Register and/or California Register as a historic resource and any physical alterations would impair the historic quality of the building. Although the AOC intends to retain key features of the existing courthouse where possible, as discussed with city staff and the Glendale Historical Society, such preservation and “adaptive reuse” may not be possible depending on site-specific construction, seismic safety and operational requirements as the project moves into architectural design, engineering and construction phases. Therefore, the EIR has assumed that the entire courthouse may need to be reconstructed, and the project would therefore have significant and unavoidable impacts with respect to historic resources.

As discussed in Chapter 4.4, “**Noise**,” the long-term onsite operation-related stationary-source noise would not result in the generation of noise levels in excess of applicable standards or create a substantial permanent increase in ambient noise levels in the project vicinity without the proposed project, and impacts are considered less than significant with mitigation incorporated. Implementation of the proposed project would not result in the exposure of existing offsite receptors to excessive groundborne vibration levels. The project would not create a net increase in vehicular trips in the study area. Implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels. Project-generated construction source noise levels would not result in the exposure of noise-sensitive receptors to a substantial temporary increase in ambient noise levels and impacts would be less than significant impact with mitigation incorporated.

6.5 ALTERNATIVES CONSIDERED BUT NOT ANALYZED IN DETAIL

State *CEQA Guidelines* Section 15126.6(c) states that an EIR “should also identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination.” As described below, additional off-site alternatives were

dismissed from further analysis because they were determined to be either infeasible or they would not reduce or avoid any project impacts.

Additional Off Site Alternatives

Several other potential sites were initially considered as part of the site feasibility investigations but were rejected upon further consideration (refer to discussion below regarding the Honda Building across from the existing courthouse). The city of Glendale expressed concern that a new courthouse located outside the civic center of the city would erode the civic center presence and be out of place for the community. Therefore, these alternative sites were rejected from further consideration.

6.6 ALTERNATIVES CONSIDERED FOR DETAILED EVALUATION

6.6.1 DESCRIPTION OF ALTERNATIVES

Based on the requirements of State *CEQA Guidelines* Section 15126.6 and the project's objectives, the following alternatives to the proposed project were identified:

- No Project Alternative
- Alternative Project Site Alternative (Honda Site)
- Full Re-Use Alternative

6.6.2 NO PROJECT ALTERNATIVE

Description

CEQA requires evaluation of the comparative impacts of the "No Project" Alternative (State *CEQA Guidelines* Section 15126.6(e)(1)). Under the "No Project" Alternative, the AOC would not implement the proposed New Glendale Courthouse project. There would be no demolition of the existing building and no new construction of a five-story (maximum), approximately 109,000 square-foot courthouse with a basement. The various county agencies, including the County Sheriff, Public Defender and Alternate Public Defender, District Attorney, Probation, and Community Services would continue to operate within the existing courthouse. The Court and County agencies within the existing courthouse would continue to operate in an unsafe, overcrowded, and physically and functionally deficient space. Disabled persons would continue to struggle with access to the building as it lacks ADA compliance.

The AOC would not demolish the existing courthouse at any time in the future as part of the "No Project" Alternative.

The No Project Alternative will not achieve the project's objectives. It will fail to:

- Replace the unsafe, overcrowded, and physically and functionally deficient court-occupied space in the Glendale Courthouse;
- Provide space for increased criminal and civil court proceedings;
- Provide space for onsite jury assembly, which is currently unavailable;
- Create a modern, secure courthouse for criminal, traffic, small claims, and limited civil proceedings, and for the provision of basic services heretofore not provided to county residents due to space restrictions. These include a self-help center to benefit Glendale and other neighboring courthouses such as

Burbank, Pasadena, Alhambra, Hollywood, and those located within central Los Angeles; a jury assembly room; appropriately-sized courtroom waiting areas and jury deliberation rooms; appropriately-sized public counter queuing areas; adequately-sized in-custody holding; attorney interview/witness waiting rooms; a children's waiting room; and

- Create operational efficiencies through the new courthouse design.

The "No Project" Alternative will not produce new significant environmental impacts, and there will be no mitigation measures required; however, it will extend the existing physically and functionally deficiencies of the building and prolong the negative impact to access to justice

Impacts of the No Project Alternative

Implementation of the No Project Alternative would result in the continued operation of the existing courthouse. The existing courthouse building would remain in place.

Air Quality

This alternative would result in less than significant air quality impacts with respect to air quality pollutants as there would be no demolition or construction. No additional traffic would be generated. Implementation of the No Project Alternative would not conflict with or obstruct the implementation of any applicable air quality plan. The No Project Alternative would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This alternative would not expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial amount of people. However, this Alternative would not include the replacement of outdated and inefficient energy systems, which could potentially create air quality impacts when compared to the proposed project. **(Less than project impacts).**

Climate Change

Implementation of the No Project Alternative would result in less than significant impacts related to climate change and GHG emissions. This alternative would not generate new greenhouse gas emissions. The building was constructed in the 1950s and operates less efficiently than newer buildings; however, the proposed project includes a much larger building in place of the existing building. There would be no greenhouse gas emissions contributing to climate change due to demolition and construction. **(Less than project impacts).**

Cultural Resources

Implementation of the No Project Alternative would eliminate all impacts to cultural resources as the existing courthouse building (built in the 1950s) would remain intact. No ground disturbing activities would result from implementation of this alternative. **(Less than project impacts).**

Noise

Implementation of the No Project Alternative would not result in noise impacts that would occur under the proposed project resulting from the demolition of the existing courthouse and the construction of the new, larger courthouse in its place. **(Less than project impacts).**

Conclusion

Although the No Project Alternative results in lesser impacts than the proposed project, none of the project objectives would be met and the existing courthouse building would remain.

**Table 6-1
Comparison of No Project Alternative with the Proposed Project**

Environmental Topic	Proposed Project	No Project Alternative
Air Quality	S/U (Construction) LTSM (Operational)	Significantly Reduced
Climate Change	LTS (optional MM included)	Significantly Reduced
Cultural Resources	S/U	Significantly Reduced
Noise	LTSM	Significantly Reduced
<p>Impact Status: S/U = Significant and Unavoidable Impact PS = Potentially Significant Impact LTSM = Less than Significant Impact after Mitigation LTS = Less Than Significant Impact NI = No Impact</p> <p>Significantly Reduced = Alternative avoids or reduces a significant impact of the proposed project Slightly Reduced = Alternative reduces the level of impacts of the proposed project, but not significantly Similar = Impact equivalent to the proposed project Slightly Greater = Alternative results in an impact that is greater than the proposed project, but not a significant impact Greater = Alternative results in a significant impact that would not occur under the proposed project</p>		

6.6.3 ALTERNATIVE PROJECT SITE ALTERNATIVE

Description

The original *Project Feasibility Report* identified a “new courthouse” as a preferred option due to the cost and site limitations of the existing courthouse¹. In July 2010 the AOC retained Zimmer Gunsul Frasca Architects (ZGF) as the project architect. ZGF prepared a *Site Feasibility Report*² which examined site alternatives in greater detail, including re-examination of the existing courthouse site through further discussions with city staff and AOC, and more detailed evaluation of possible alternative sites. After reviewing several alternative site options, the *Site Feasibility Report* identified the Diamond Honda property at 138/144 South Glendale as the most viable alternative site, although it was only considered as potential surface and structure parking due to its limited site configuration³. A recent review of available commercial listings did not indicate any other available commercial sites of adequate size, and none in the preferred civic center core area.⁴

The Alternative Project Site Alternative includes leaving the existing courthouse building intact and building the New Glendale Courthouse across the street at the existing Diamond Honda dealership (Honda site). Demolition would be necessary for use of the Honda site in this alternative; however, it would not result in demolition of the existing courthouse. The existing courthouse is assumed to be used for other County operations and/or the AOC would dispose of its ownership of the current courthouse building or sublease it to another party, thereby creating the potential for the new courthouse at the Honda site to represent a substantial increase in traffic over the current Honda dealership (the new courthouse would then be additive to existing operational impacts that would continue at the existing courthouse location). This would also displace the Honda dealership, presumably necessitating the relocation of this dealership to another site, which could potentially generate additional yet-unknown impacts. Refer to Exhibit 6.0-1, *Alternative Site (Honda Site)*.

¹ http://www.courts.ca.gov/documents/glendale_pfr.pdf (accessed July 21, 2011).

² *Site Feasibility Report – New Glendale Courthouse*, ZGF, November 2010.

³ The AOC is not in discussions with Diamond Honda for this site acquisition, and is not aware of any interest in selling the property.

⁴ <http://www.loopnet.com/California/Glendale-Commercial-Real-Estate/> (accessed July 21, 2011).

It is also possible that the AOC could implement the project on a completely different alternative site. Although it appears unlikely that this could occur through acquisition of an existing office building, the AOC could purchase other commercial, industrial or residential properties and redevelop them for AOC uses. Any of these alternative site options would generally be expected to have similar impacts as the project in terms of construction-related impacts. An alternative site could avoid the project's potentially significant unavoidable historic resource impacts as discussed further below, although this would leave the existing courthouse at risk for redevelopment by others, would change the building's historic use as a courthouse, and could expose the building to risk of reduced use or viability by withdrawing the state's function, ownership and control of the building. Long-term operational impacts, as described below, are generally anticipated to be greater with an alternative site, since the alternative site's courthouse traffic and related air quality and noise impacts would be additive to the existing courthouse building (under an unknown future use). The alternative site may have new or more severe land use impacts depending on the location, and in any case would be less ideally situated as compared to the current courthouse, which is the preferred location by city staff due to the proximity to City Hall and other civic core buildings. As stated previously, a second site may be acquired for parking, which is located at 135 South Glendale Avenue (the Jewel City Bowl bowling alley).

The following discussion focuses on the potential Alternative Site at the Diamond Honda Dealership, as it is the only known potentially viable alternative site.

Impacts of the Alternative Project Site Alternative

Air Quality

Significant air quality impacts associated with demolition and construction would occur under this alternative. Additional traffic would be generated as the new courthouse would be able to service the excess cases that it currently diverts to other courthouses due to lack of resources. Implementation of the Alternative Project Site Alternative would have similar or greater impacts with respect to applicable air quality plans due to anticipated similar construction emissions and increased net operational emissions. During construction, this alternative may expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial amount of people (the site is bordered to the east by single-family residential and the south by multi-family residential). As stated above, the AOC would dispose of its ownership of the current courthouse building or sublease it to another party, thereby creating the potential for the new courthouse at the Honda site to represent a substantial increase in traffic over the current Honda dealership. This would also displace the Honda dealership, presumably necessitating the relocation of this dealership to another site, which could potentially generate traffic impacts at another site. It is anticipated that, should this Alternative be implemented, an additional 5,721 trips would be generated by the Honda dealership moving and the new courthouse being placed where the existing Honda site is. These additional trips were calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition generation rates for car dealerships and civic uses, including courthouses. This increase in traffic would cause increased operational impacts when compared to the proposed project, which is a replacement of the existing building. **(Increased impacts when compared to project).**

Climate Change

Implementation of the Alternative Project Site Alternative would result in significant impacts related to Climate Change and GHG emissions. The demolition and construction associated with this project alternative would generate greenhouse gas emissions contributing to climate change. The Honda site would be developed by a different use in the future in accordance with land use designations identified in the city's *General Plan*. In addition, under this Alternative, the existing courthouse would be used for other purposes, and therefore, also potentially increasing traffic, and therefore, GHG emissions. Therefore, similar to Air Quality, this or any other

Alternative Site is anticipated to result in similar or greater GHG emissions and related impacts. **(Increased impacts when compared to project).**

Cultural Resources

Implementation of the Alternative Project Site Alternative would eliminate impacts to cultural resources associated with the demolition of the existing courthouse building (built in the 1950s) because it would remain intact. However, there is a potential that the existing courthouse site could be purchased and redeveloped by other parties. Relocation of courthouse functions to an alternative site would discontinue the existing courthouse's historic function, and could expose the existing historic courthouse to redevelopment by others or decline in use or functionality with withdrawal of AOC ownership and control. This Alternative would avoid the potential demolition or significant modification to the historically significant existing courthouse. It is also possible that the existing courthouse features could be substantially retained through architectural design treatments, but this is not certain for reasons noted above. However, it should be noted that the Honda site is considered to be a potential historic resource, and could possibly be eligible for the Glendale and/or California Register of Historic Resources, and therefore, development of courthouse uses on this site would result in similar impacts to cultural resources when compared to the proposed project. **(Similar impact in comparison to project impacts).**

Noise

Implementation of the Alternative Project Site Alternative would result in similar noise impacts associated with the demolition of the Honda site and the construction of the new, larger courthouse in its place. Construction activities may result in greater temporary noise impacts due to this site's proximity to single family and multi-family residential. In addition, as stated above, traffic is anticipated to increase with implementation of this alternative since the existing courthouse could be redeveloped adding new trips to the area. Therefore, long term noise impacts would increase as well, and would result in increased impacts when compared to the proposed project. **(Increased impacts when compared to project).**

Conclusion

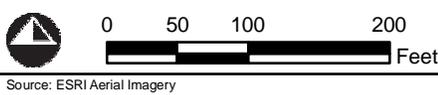
The Alternative Project Site Alternative results in similar or increased impacts than the proposed project, with the exception of cultural resources where the impacts are similar in comparison to the proposed Project.



Legend

 Honda Site

05/18/2011_JN15-102242_Aerial Map.mxd CLP



New Glendale Courthouse Draft EIR
Alternative Site (Honda Site)

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**Table 6-2
Comparison of Alternative Project Site Alternative with the Proposed Project**

Environmental Topic	Proposed Project	Alternative Project Site Alternative
Air Quality	S/U (Construction) LTSM (Operational)	Increase
Climate Change	LTS (optional MM included)	Increase
Cultural Resources	S/U	Similar
Noise	LTSM	Increase
<p>Impact Status: S/U = Significant and Unavoidable Impact PS = Potentially Significant Impact LTSM = Less than Significant Impact after Mitigation LTS = Less Than Significant Impact NI = No Impact</p> <p>Significantly Reduced = Alternative avoids or reduces a significant impact of the proposed project Slightly Reduced = Alternative reduces the level of impacts of the proposed project, but not significantly Similar = Impact equivalent to the proposed project Slightly Greater = Alternative results in an impact that is greater than the proposed project, but not a significant impact Greater = Alternative results in a significant impact that would not occur under the proposed project</p>		

6.6.4 FULL RE-USE ALTERNATIVE

Description

The Full Re-Use Alternative involves renovating the interior of the existing courthouse to meet the needs of the AOC while keeping the exterior of the building in-tact. The courtrooms and hallways would be enlarged, the building would be ADA compliant, and the layout would no longer inhibit security. The intent of this alternative would be to retain all character defining features, as noted in Appendix C of this document, which would aim to avoid any significant impacts to historic resources.

Impacts of the Full Re-Use Alternative

Air Quality

Implementation of the Full Re-Use Alternative would result in reduced air quality impacts associated with the demolition of the interior and the construction of the new interior. During construction, this alternative may expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial amount of people. However, operational emissions are generally the same, potentially avoiding the project’s “unavoidable significant impact”. **(Less than project impacts).**

Climate Change

The demolition and construction associated with the Full Re-Use Alternative would generate fewer greenhouse gas emissions contributing to climate change than the proposed project as there is less overall demolition and construction. Operational GHG emissions would generally be the same. **(Similar to project impacts).**

Cultural Resources

The Full Re-Use Alternative would preserve the character defining features of the building, which is of cultural significance. Impacts to cultural resources would be less than the proposed project under this alternative, and would avoid the project’s “unavoidable significant impact.” As described below, based on initial feasibility reports, the AOC does not believe it is feasible to assume full adaptive reuse, given site constraints, potential

seismic safety concerns of the existing structure,⁵ as well as the potential for structural damage during renovation or reconstruction, and the limitations imposed on the AOC with working within a 60-year old space to meet modern safety, security and operational needs of the Judicial Council. **(Less than project impacts).**

Noise

Implementation of the Full Re-Use Alternative would result in similar noise impacts associated with the demolition and construction of the interior of the building. Operational noise impacts would generally be the same. **(Less than project impacts).**

Conclusion

Although the impacts associated with the Full Re-Use Alternative are less than the proposed project impacts, this alternative does not achieve all of the project objectives. This alternative does not expand the size of the Glendale Courthouse to the desired capacity and functionality necessary to ensure minimal access to justice. It should be noted that due to the unpredictable nature of site modifications and the need for a modern, safe, and secure operational environment, the AOC does not believe that a full reuse is compatible with its mission to meet the Judicial Council objectives, including creating operational efficiencies through a new courthouse design, providing space for increased criminal and civil court proceedings, and replacing the physically and functionally deficient court-occupied space. The AOC has committed to retaining, where feasible, the important character-defining features of the existing courthouse, based on discussions with city staff and the Glendale Historical Society. This would continue its historic function in the fabric of the city’s civic core. However, the AOC cannot guarantee to what extent the existing features will be retained for reasons noted above. For these reasons, a “Full Reuse Alternative” is not under consideration by the AOC, and would render the existing courthouse site infeasible and/or undesirable for the AOC’s objectives and necessitate an alternative site.

**Table 6-3
Comparison of Full Re-Use Alternative with the Proposed Project**

Environmental Topic	Proposed Project	Full Re-Use Alternative
Air Quality	S/U (Construction) LTHS (Operational)	Slightly Reduced
Climate Change	LTS (optional MM included)	Similar
Cultural Resources	S/U	Reduced
Noise	LTSM	Similar
Impact Status: S/U = Significant and Unavoidable Impact PS = Potentially Significant Impact LTSM = Less than Significant Impact after Mitigation LTS = Less Than Significant Impact NI = No Impact Significantly Reduced = Alternative avoids or reduces a significant impact of the proposed project Slightly Reduced = Alternative reduces the level of impacts of the proposed project, but not significantly Similar = Impact equivalent to the proposed project Slightly Greater = Alternative results in an impact that is greater than the proposed project, but not a significant impact Greater = Alternative results in a significant impact that would not occur under the proposed project		

⁵ The DSA (State’s Department of State Architect) has rated the Glendale Courthouse as seismically at risk, pursuant to the AOC’s *Seismic Assessment Program – Summary Report of Preliminary Findings* (January 2004), which can be found at <http://www.courts.ca.gov/documents/seismic0104.pdf> (accessed July 21, 2011).

6.7 SUMMARY OF COMPARATIVE EFFECTS OF THE ALTERNATIVES

Table 6-4, *Comparison of Environmental Impacts of Alternatives in Relation to the Proposed Project*, summarizes the environmental analysis comparing the proposed project with all of the project alternatives.

**Table 6-4
Comparison of Environmental Impacts of Alternatives in Relation to the Proposed Project**

Environmental Topic	Proposed Project	No Project Alternative	Alternative Project Site Alternative	Full Re-Use Alternative
Air Quality	SU (Construction) LTSM (Operational)	Significantly Reduced	Increase	Slightly Reduced
Climate Change	LTS (optional MM included)	Significantly Reduced	Increase	Similar
Cultural Resources	S/U	Significantly Reduced	Similar	Reduced
Noise	LTSM	Significantly Reduced	Increase	Similar
Impact Status: S/U = Significant and Unavoidable Impact PS = Potentially Significant Impact LTSM = Less than Significant Impact after Mitigation LTS = Less Than Significant Impact NI = No Impact		Significantly Reduced = Alternative avoids or reduces a significant impact of the proposed project Slightly Reduced = Alternative reduces the level of impacts of the proposed project, but not significantly Similar = Impact equivalent to the proposed project Slightly Greater = Alternative results in an impact that is greater than the proposed project, but not a significant impact Greater = Alternative results in a significant impact that would not occur under the proposed project		

6.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, State *CEQA Guidelines* Section 15126.6 (e)(2) requires that another alternative that could feasibly attain most of the project’s basic objectives be chosen as the environmentally superior alternative.

In comparison to all of the alternatives analyzed, the Full Re-Use Alternative would be considered the environmentally superior alternative. This alternative would satisfy the majority of the project objectives proposed as part of the project. In addition, this alternative would result in reduced impacts to air quality, climate change, cultural resource, and noise. However, as discussed above, this alternative is not considered feasible or desirable by the AOC and would not be implemented.

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7.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

Section 15126.2 (c) of the State *CEQA Guidelines* requires that an EIR discuss the significant irreversible environmental changes that would be involved in a proposed project should it be implemented. The State *CEQA Guidelines* mandate that the EIR must address any significant irreversible environmental changes that would be involved in the proposed action should it be implemented (State *CEQA Guidelines* section 15126.2[c]). An impact would fall into this category if:

- The proposed project involves a large commitment of nonrenewable resources;
- The primary and secondary impacts of the project generally commit future generations to similar uses;
- The proposed project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

7.2 PROJECT IMPACTS

Implementation of the proposed project would not require the long-term commitment of natural resources and land, as the project site is currently committed to similar uses, and the proposed project represents a modernization and replacement/reconstruction of an existing courthouse. With demolition of the Board of Realtors building and potentially the Jewel City Bowl building, the project would actually represent a reduced intensity in terms of long-term commitment of resources. Implementation of the proposed project would result in significant irreversible environmental changes with respect to air quality and cultural resources. However, only the historic resource impact represents a long-term unavoidable significant impact.

Construction and implementation of the proposed project would commit energy, labor, and building materials. This commitment would be commensurate with that of other projects of similar nature and magnitude. Ongoing maintenance of the project site would entail a long-term commitment of energy resources in the form of natural gas and electricity. However, it is anticipated that the amount of energy needed to supply the proposed project would be reduced when compared to the existing courthouse due to implementation of energy efficient systems. The project is also seeking LEED Silver certification, which requires a number of sustainable site design features that will further reduce one-time and long-term commitment of resources.

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8.1 INTRODUCTION

In the course of this evaluation, certain impacts of the project were found not to be significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this nature. The following section provides a brief description of effects found not to be significant based on the analysis conducted through the EIR preparation process. Several issues indicated as “No Impact” are nonetheless addressed in the EIR as a matter of clarification or convenience for the reader.

The primary sources of information on which the analysis in this section is based include the *Glendale Downtown Specific Plan Program EIR* (SCH No. 2005121021, October 2006) (DSP EIR) and all associated technical studies.

8.2 AESTHETICS, LIGHT AND GLARE

a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The Verdugo and San Gabriel Mountains, located to the north and west of downtown Glendale, have been identified in the city’s *General Plan Open Space and Conservation Element* as valuable scenic resources. As discussed in the DSP EIR (2006), existing scenic vistas from and through downtown Glendale are limited to the long range views of the Verdugo and San Gabriel Mountains available through major street corridors. The proposed project would be a five-story (maximum) building, to replace the existing three story building, which is not considered a significant increase in visual massing within the context of the project vicinity. The proposed project would not adversely obstruct views of the Verdugo and San Gabriel Mountains through the viewshed corridors due to building setbacks. Therefore, there are no impacts in this regard.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project area is currently developed and does not contain any natural scenic resources, such as trees or rock outcroppings. As identified in the DSP EIR (2006) the project area is not located within the viewshed or corridor of a state-designated scenic highway as there are no state-designated scenic highways within or near the city of Glendale. Therefore, no impacts would occur in this regard.

c) Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. Demolition of the existing Courthouse and Board of Realtors buildings and construction of the proposed project would temporarily alter the visual character and quality of the civic center area. However, the altered visual conditions associated with construction activities would be temporary, and therefore, impacts are considered to be less than significant.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The proposed project replaces an existing building and replaces an existing Board of Realtors building with a parking structure, and thus would not result in a significant increase in light and glare, particularly within the context of the surrounding civic center complex within the urbanized downtown setting of Glendale. Therefore, there are no impacts in this regard.

8.3 AGRICULTURAL RESOURCES

a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is located in an urban setting, and does not include any farmland. Therefore, there are no impacts in this regard.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no Williamson Act contracts associated with the project site, and the site is zoned DSP/civic center, which does not allow for agricultural use. Therefore, there are no impacts in this regard.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is located in an urban setting, and is not zoned for Timberland Production, nor is it considered designated forest land. Therefore, there are no impacts in this regard.

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located in an urban setting, and would not result in loss of forest land. Therefore, there are no impacts in this regard.

e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is located in an urban setting, and would not result in conversion of Farmland or forest land. Therefore, there are no impacts in this regard.

8.4 BIOLOGICAL RESOURCES

a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is completely developed and disturbed, and thus devoid of suitable habitat that would support special status species. Therefore, there are no impacts in this regard.

b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is completely developed and devoid of any riparian habitat or other natural communities. Therefore, there are no impacts in this regard.

c) Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site is completely developed and devoid of any wetland habitat. Therefore, there are no impacts in this regard.

d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Impact. The project site is completely developed and does not contribute to wildlife corridors. There are ornamental trees and shrubs onsite that may support some bird species; however, the proposed project would include a landscaping design plan that would replace any disturbed flora with similar species; therefore, less than significant impact would result from implementation of the proposed project.

e) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The AOC is the Lead Agency and is acting for the State of California on behalf of the Judicial Council of California, and is therefore exempt from local government land use planning and zoning regulations. However, the AOC incorporates county and/or city policies and guidelines, as appropriate, to ensure the proposed project would be consistent with the site's character and surroundings. Chapter 12.44 of the city's Municipal Code states that the removal of or damage to indigenous oak (including California valley oak, California live oak, mesa oak and scrub oak), bay and sycamore trees is prohibited without a permit. However, there are no city protected trees located onsite. Therefore, there are no impacts in this regard.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is completely developed, and is not subject to any Habitat Conservation Plan, Natural Community Conservation Plan or other conservation plan. Therefore, there are no impacts in this regard.

8.5 GEOLOGY, SOILS AND SEISMICITY

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. As discussed in the DSP EIR, there are no known traces of an active or potentially active fault crossing the project area, nor is the project area located in an Alquist-Priolo Earthquake Fault Zone or fault Hazard Management Zone. Therefore, there are no impacts in this regard.

ii) Strong seismic ground shaking?

Less Than Significant. The project area lies within a seismically active region of southern California that is subject to seismic activity associated with the northwest-trending San Andreas, San Jacinto and Elsinore fault systems, and by the Verdugo, Hollywood, Raymond and Sierra Madre faults, which are within 5 miles of the project site. As discussed in the DSP EIR, the project area is underlain by alluvial materials that could respond poorly to loading during seismic ground motion. However, the proposed structures would be required to reduce exposure to potentially damaging seismic vibrations through conformance with the California Building Code (CBC), as adopted into the city's Building and Safety Code.¹ The city requires completed reports of soil conditions to identify conditions that could become unstable during seismic ground shaking leading to ground failures. Adherence to the CBC and the city's Building and Safety Code would ensure maximum practicable protection against exposure to ground shaking. While the AOC is not required to comply with local regulations, the AOC would strive to comply with city of Glendale standards and regulatory permits, as appropriate. Therefore, less than significant impacts are anticipated.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The project area is not in an identified liquefaction hazard zone, and is therefore not expected to be susceptible to ground failure resulting from liquefaction. Therefore, there are no impacts in this regard.

iv) Landslides?

No Impact. The project site and surrounding area is located on a broad, nearly level alluvial deposit known as the Valley Plain. There are no steep slopes in or adjacent to the project site; therefore, there are no impacts in this regard.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A vast majority of the project site is covered with impermeable surfaces (structures and parking lots), and the remainder of the site is landscaped with ornamental shrubs, grass and trees, and therefore, the project site has a very low erosion potential. The proposed project would include a landscape plan that would incorporate topsoil to replace the topsoil lost during construction. Further, the project would be subject to erosion control standards as set by the Regional Water Quality Control Board (RWQCB) through administration of the National Pollutant Discharge Elimination System (NPDES) permit process. The NPDES permit requires implementation of non-point source control of runoff through the application of a number of BMPs, intended to reduce the amount of eroded sediment that enter water bodies. A Storm Water Pollution Prevention Plan (SWPPP) is required by the RWQCB to describe the stormwater structural and operational BMPs. As part of the SWPPP, an Erosion and Sediment Transport Control Plan is required to be prepared for a project prior to commencement of grading.

¹ City of Glendale Municipal Code, Chapter 16.

The city of Glendale Building and Safety Code and the Los Angeles County *General Plan* contain policies, standards and regulatory permits to control erosion and sediment transport. While the AOC is not required to comply with local regulations, the AOC would strive to comply with city of Glendale and Los Angeles County *General Plan* policies and regulatory permits, as appropriate. Therefore, less than significant impacts are anticipated.

c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. As described above, there are no steep slopes in or adjacent to the project site, and therefore the project would not be susceptible to landslides. The project area is not prone to liquefaction, and since lateral spreading is usually associated with liquefaction and a nearby slope, the potential for lateral spreading is considered to be very low. As discussed in the DSP EIR, there have not been any reports of regional subsidence caused by groundwater pumping in Glendale. However, the alluvial deposits underlying the project area may be susceptible to subsidence if rapid groundwater withdrawal were to occur in the underlying groundwater basin.

The project would be required to comply with the CCR Title 24, Part 2 of the CBC, which provides minimum standards for building design in the state. Glendale is within Seismic Zone 4, which has the highest seismic potential, and thus the project would be required to comply with all design standards applicable to Seismic Zone 4, the most stringent in the State. Adherence to the Seismic Zone 4 soil and foundation support parameters in Chapters 16 and 18 of the CBC and the grading requirements in Chapters 18 and A33 would ensure the maximum practicable protection available from soil failures under static or dynamic conditions for structures and their associated trenches, temporary slopes and foundations. Therefore, less than significant impacts are anticipated.

d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. As discussed in the DSP EIR (2006), the soils in the vicinity of the project site have not been reported to be expansive. If expansive soils are encountered, the CBC provides regulations in Chapters 18 and A33 for treatment to protect against ground failure caused by expansive soil, which would ensure the maximum practicable protection. Therefore, less than significant impacts are anticipated.

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project area is served by the existing wastewater system operated by the city of Glendale Public Works Division; thus, the project would not need to use septic tanks or other alternative wastewater disposal systems. Therefore, there are no impacts in this regard.

8.6 HAZARDS AND HAZARDOUS MATERIALS

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The proposed project would replace the existing Courthouse and office operations currently existing on the site, and would not introduce any unusual hazardous materials to the area, nor would it use significant quantities of hazardous materials or generate significant quantities of hazardous wastes requiring transport. Although limited amounts of hazardous materials may be transported to the proposed site for construction or used during the construction phases (e.g., certain building materials, equipment, diesel engines, engine oil, etc.), this will be temporary and short-term. Due to their age, the existing structures on the project's site may contain asbestos and may contain hazardous materials such as lead paint or polychlorinated biphenyls. Removal, treatment, and offsite disposal of such materials will adhere to applicable federal, state, and local regulations pertaining to the handling of hazardous substances. Therefore, the project will not create hazardous conditions or result in significant impacts to the public. In addition, per Executive Order S-20-04, the new courthouse facility would be constructed to achieve a LEED Silver rating, which incentivizes the use of materials that are made with compounds with reduced hazardous materials content (e.g., low VOC paints and finishes, sustainable building materials, etc.), and therefore, if used will potentially reduce the quantity of hazardous materials or processes associated with project construction and operation. Therefore, less than significant impacts are anticipated.

b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

No Impact. The proposed project would not involve significant quantities of hazardous materials outside of those materials utilized in typical construction activities and operation of an office building with associated parking facilities. BMPs during construction activities and adherence to applicable regulations regarding hazardous materials management (i.e., laws required to ensure hazardous materials are properly handled, used, stored, and disposed of) would reduce potential risks of hazard to the public or environment. Therefore, there are no impacts in this regard.

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There are two preschools (A-Plus Adventist Preschool, 234 North Isabel Street; and Glendale Brightstart, 411 East Colorado Street) and one high school (Allan F. Daily High School, 220 North Kenwood Street) within one-quarter mile of the project site. However, due to the nature of the proposed use as a replacement courthouse and office space, and consideration for typical daily construction and operation requirements, the project will not emit hazardous emissions or require the handling of acutely hazardous materials, substance or waste. Therefore, less than significant impacts are anticipated.

d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The project site is not located on or adjacent to a site that is listed on a list of hazardous materials sites, and therefore would not create a significant hazard to the public or the environment.² Therefore, there are no impacts in this regard.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

² <http://envirostor.dtsc.ca.gov>, accessed on June 15, 2011.

No Impact. The project site is located approximately ten miles from the Bob Hope Airport (closest airport in proximity to the project site), and the airport flight path and noise contour do not extend toward the project area. Therefore, there are no impacts in this regard.

f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

Less Than Significant Impact. The project area is not within the vicinity of a private airstrip. There are a total of six Federal Aviation Administration registered heliports located in Glendale, all of which are privately owned and for private use.³ The project site is located 1.4 miles from a private heliport located at 611 North Brand Boulevard, which is permitted with a Conditional Use Permit (CUP) of a maximum of eight flights per day. There are four additional helipads that are operated for emergencies. Approximately ten flights per month are operated from police and fire facility helipads on an emergency basis only. These helipad operations are subject to all FAA regulations and do not occur often enough to represent a significant hazard to residents, visitors, employees, or construction workers in the project area. Further, there is no history of significant accident or injury resulting from a helicopter accident or operation of any of the helipads within the city. Therefore, there are less than significant impacts in this regard.

g) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project will replace the existing County Courthouse, and will not require offsite improvements that will substantially interfere with traffic flow patterns. Although temporary lane closures may occur during the construction phase, the AOC's construction contractor will prepare a Traffic Control Plan prior to construction to minimize project effects on traffic patterns and emergency access. No long-term operational effects will hinder emergency response. Therefore, there are no impacts in this regard.

h) Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site lies within an urban setting and the surrounding area is built-out. The project area is not located in a designated wildland area that may contain substantial risks of forest fire hazards. In addition, the project area is not located within a city-designated Fire Hazard Zone as shown on Plate P-2 in the city of Glendale *General Plan* Safety Element (August 2003). Therefore, there are no impacts in this regard.

8.7 HYDROLOGY AND WATER QUALITY

a) Would the Project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed project involves demolition of the existing Courthouse and Board of Realtors buildings, excavation and construction. Potential water quality and storm water impacts caused by project construction would involve only a limited area of disturbance on a flat site, and the excavation would occur beneath the existing grade. The project would be required to prepare a SWPPP, a NPDES permit

³ <http://www.city-data.com/airports/Glendale-California.html#top>, accessed on June 15, 2011.

application, and water quality treatment plans in compliance with the State's General Permit Order for Storm Water Discharges Associated with Construction Activities (2009-0009-DWQ). The AOC would also comply with appropriate legal requirements of the Storm Water Municipal Permit. In addition, the AOC would include project features that will secure a LEED Silver certification for the project; these features will include low impact development runoff control measures to treat and control surface water runoff before it enters the city's storm drain system. Therefore, potential impacts on surface water runoff during construction and operation of the project will be less than significant.

b) Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The proposed project involves the replacement and enhancement of the existing Courthouse facility, and involves the demolition of an existing building, which would be replaced by a parking structure. The water demand anticipated by the new courthouse would be comparable to the existing demands, and is in accordance with existing plans and water supply projections of Glendale Water and Power (GWP). Therefore, the proposed project would not substantially deplete groundwater supplies, and thus, there are no impacts in this regard.

The project site is completely developed, and not used for active groundwater recharge activities. The proposed project would include project features that will secure a LEED Silver certification for the project; these features would include low impact development runoff control measures to treat and control surface water runoff before it enters the city's storm drain system and may result in increased opportunities for groundwater recharge. There are no impacts in this regard.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The project area is completely developed and served by existing storm water collection and conveyance systems, and does not contain a stream or a river. The project site is flat, and therefore there is minimal risk of substantial erosion or siltation on- or off-site. Further, as described above, the project would be designed to the standards of LEED Silver certification. Design components that qualify for LEED credits that the AOC would consider include those related to improved stormwater quality and reduced stormwater flows, which would result in reduced risk of erosion or siltation. Finally, the AOC would be required to prepare a SWPPP, a NPDES permit application, and water quality treatment plans in compliance with the State's General Permit Order for Storm Water Discharges Associated with Construction Activities (2009-0009-DWQ), which would control erosion and siltation. Therefore, there are no impacts in this regard.

d) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The project area is flat and completely developed, and does not contain a stream or a river. The proposed project would not increase the rate or amount of surface runoff. In addition, the project may result in reduced runoff, since the design components considered by the AOC that qualify for LEED credits include those

related to improved stormwater quality and reduced stormwater flows. Therefore, there are no impacts in this regard.

e) Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The proposed project would not create or contribute runoff water in excess of the existing condition. The project may result in reduced runoff, since the design components considered by the AOC that qualify for LEED credits include those related to improved stormwater quality and reduced stormwater flows. Therefore, there are no impacts in this regard.

f) Would the Project otherwise substantially degrade water quality?

No Impact. The proposed project would be designed to the standards of LEED Silver certification. Design components considered by the AOC that qualify for LEED credits include those related to improved stormwater quality and reduced flows. Therefore, it is expected that the project would have a beneficial impact in this regard, when compared to existing conditions.

g) Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve housing. Further, the city of Glendale is classified as Zone C on FEMA's Flood Insurance Rate Map, which is defined as an area of minimal flood hazards where the purchase of flood insurance is not mandatory. Therefore, there are no impacts in this regard.

h) Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located in a 100-year flood hazard area as mapped by FEMA. The city of Glendale is classified as Zone C on FEMA's Flood Insurance Rate Map, which is defined as an area of minimal flood hazards where the purchase of flood insurance is not mandatory. Therefore, there are no impacts in this regard.

i) Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The nearest dam is Diederich Reservoir, located approximately two miles north of the project site. According to the city of Glendale Safety Element (August 2003), no portion of the project site is located in the inundation zone of the dam. The proposed project would not subject people or structures to greater risk of loss, injury or death in this regard when compared to existing conditions. Therefore, there are no impacts in this regard.

j) Would the Project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. The proposed project would not expose people to a significant risk of loss, injury, or death involving inundation by a seiche, tsunami, or mudflow because the project site is not located near a coastal area, large water body, or unstable and exposed hills or slopes. The project site is located approximately 27-miles from the Pacific Ocean, which is a sufficient distance so as not to be subject to tsunami impacts. The nearest dam is

Diederich Reservoir and the nearest foothills with exposed soils are located approximately two miles north of the project site, which is sufficiently far away to avoid impacts associated with seiche and mudflows. Therefore, there are no impacts in this regard.

8.8 LAND USE AND PLANNING

a) Would the Project physically divide an established community?

No Impact. The proposed project would replace an existing facility with appropriate space for the existing operations, and would not divide an established community.

b) Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project would replace an existing facility with appropriate space for the existing operations, and would not conflict with applicable land use plans, policies or regulations.

c) Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project would replace an existing facility with appropriate space for the existing operations, and would not conflict with habitat conservation plan or natural community plan.

8.9 MINERAL RESOURCES

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site and surrounding area is a completely developed urban landscape. According to Map 4-28 of the city of Glendale *General Plan* Open Space and Conservation Element, the project site is located within a Mineral Resource Zone (MRZ)-1. MRZ-1 is defined as an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Therefore, there are no impacts in this regard.

b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The project site and surrounding area is a completely developed urban landscape. According to Map 4-28 of the city of Glendale *General Plan* Open Space and Conservation Element, the project site is located within Mineral Resource Zone (MRZ)-1. MRZ-1 is defined as an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Therefore, there are no impacts in this regard.

8.10 POPULATION AND HOUSING

a) Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The proposed project would not induce population growth, either indirectly or directly, as it would replace an existing facility with appropriate space for the existing operations.

b) Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would replace an existing facility with appropriate space for the existing operations and would not displace existing housing.

c) Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would replace an existing facility with appropriate space for the existing operations and would not displace people.

8.11 PUBLIC SERVICES

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

No Impact. The project site is within a highly urbanized area. The city currently provides fire protection services to the existing uses on the site and to the existing Courthouse. Therefore, there are no impacts in this regard.

Police protection?

No Impact. The project site is within a highly urbanized area. The city currently provides police protection services to the existing uses on the site and to the existing Courthouse. Therefore, there are no impacts in this regard.

Schools?

No Impact. The proposed project will not generate new residential housing or other land uses that will result in an increase in population and housing demands, and thus will not increase demands on schools. Therefore, there are no impacts in this regard.

Parks?

No Impact. The proposed project will replace the existing Courthouse, and does not represent a new land use that will significantly increase demand for public parks. Therefore, there are no impacts in this regard.

Other public facilities?

No Impact. The proposed project will replace the existing Courthouse and Board of Realtors building with an improved, appropriately-sized facility, and does not represent a new land use that will significantly increase demand for public facilities. Therefore, there are no impacts in this regard.

8.12 RECREATION

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project would not increase the use of neighborhood or regional parks, as it is replacing an existing facility, and not increasing local population.

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include recreational facilities or require the construction or expansion of existing facilities.

8.13 TRAFFIC AND CIRCULATION

a) Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. The proposed project would replace the existing Courthouse with an improved, appropriately-sized facility; however the traffic generation of the new building will be similar to the existing uses onsite. In addition, two additional existing uses will be removed from the site to accommodate additional parking and meet current AOC parking standards.

b) Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The proposed project would replace the existing Courthouse with an improved, appropriately-sized facility. As proposed the traffic generation from the new building will be similar to the existing uses onsite, which would not conflict with an applicable congestion management program.

c) Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project does not involve air travel or provisions for airborne shipping or receiving. The proposed project would not result in an increase in air traffic levels or a change in location of air traffic patterns that would result in substantial safety risks, as the only mode of transport affected by the proposed project is automobile operations. Therefore, there are no impacts in this regard.

d) Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would replace an existing Courthouse and possibly the Board of Realtors office and the Jewel City Bowl bowling alley buildings with an improved, appropriately-sized courthouse facility and an associated parking structure, all within the boundaries of the existing property lines. The project does not involve permanent changes to roadways, and all vehicular access points would be designed according to applicable standards. The project does not involve incompatible uses. Therefore, there are no impacts in this regard.

e) Would the Project result in inadequate emergency access?

Less Than Significant Impact. The project does not include closure of any public through street that is currently used for emergency services and will not interfere with the city's adopted emergency response plan. The Superior Court, the city's Police and the Fire Departments, and the County Sheriff will review plans to ensure adequate emergency access is maintained. The AOC's development of the project site will be generally consistent with recommendations of the reviewers. Therefore, less than significant impacts are anticipated.

f) Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. The Glendale area is served by both the Glendale Beeline, which provides local circulation in Glendale, Montrose, La Crescenta and La Canada Flintridge, and the Metro, which provides service to neighboring communities and throughout Los Angeles County. The Beeline operates eight local bus routes and two Metrolink Express bus routes carrying approximately 13,000 riders on a typical weekday.⁴ Bus routes that serve the area of the proposed project include Beeline Routes 3, 4 and 13 and Metro Routes 90, 91, 180, 181, 201, and 780, with bus stops near the intersection of Broadway and Glendale Avenue.⁵ There are pedestrian sidewalks on both sides of the street on all streets that border the project site, and crosswalks at intersecting streets. There are no striped bike lanes near the project site. The proposed project would include a traffic management plan to ensure that transit routes are not substantially impacted by demolition and construction activities. Therefore, less than significant impacts are anticipated.

8.14 UTILITIES AND SERVICE SYSTEMS

a) Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would replace an existing Courthouse and possibly the Board of Realtors office and the Jewel City Bowl bowling alley buildings with an improved, appropriately-sized courthouse facility and an associated parking structure, all within the boundaries of the existing property lines. The wastewater generation anticipated from the proposed structure will be either the same or less than currently generated onsite. Therefore, there are no impacts in this regard.

b) Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would replace an existing Courthouse and possibly the Board of Realtors office and the Jewel City Bowl bowling alley buildings with an improved, appropriately-sized

⁴ City of Glendale CA Public Works, www.glendalebeeline.com, accessed on June 20, 2011

⁵ Metro System Information, www.transit-insider.org/metrosystem, accessed on June 20, 2011.

courthouse and parking structure. Since the project would increase the square footage and capacity of the Courthouse facility, it would result in increased demand on water resources and increased wastewater generation. However, the demolition of other buildings onsite as well as the project's incorporation of design measures to achieve a Silver rating certification under the U.S. Green Building Council's LEED Green Building Rating System would reduce overall water demand (e.g., low-flow faucets) and would integrate innovative wastewater technologies that would reduce the amount of wastewater potentially generated by daily operational procedures. Therefore, the project does not represent a new land use that will create a significant new demand for water supply and wastewater treatment services, and thus, less than significant impacts are anticipated.

c) Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. As discussed in Section 8.7, *Hydrology and Water Quality*, the proposed project would tie in to the stormwater drainage facilities serving the existing site. The proposed project would be designed to the standards of LEED Silver certification. Design components considered by the AOC include those related to improved stormwater quality and reduced flows. Therefore, it is expected that the project would have a beneficial impact in this regard, when compared to existing conditions, and would not require an expansion of existing facilities.

d) Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. As discussed above, the proposed project would not result in a significant increase in demand on water supplies. Glendale Water and Power (GWP) provides water services to the existing Courthouse facility. While the project would expand existing Courthouse facilities, the project would incorporate water-efficient design components that would reduce overall water demand (e.g., low-flow faucets). The LEED for New Construction Rating System requires a 20 percent reduction in water use from the water use baseline calculated for the building.⁶ Thus, the project does not propose a land use that would significantly increase water supplies above the existing entitlements and resources associated with the existing land use. Less than significant impacts are anticipated.

e) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed above, the proposed project would not result in a significant increase in wastewater generation. The Glendale Public Works Department provides sewer collection and treatment services to the existing Courthouse facility. While the project would expand existing Courthouse facilities, the project incorporates water-efficient design components that would reduce overall water demand (e.g., low-flow toilets) and wastewater generation. The project does not propose a land use that would significantly increase wastewater generation above the existing condition, and would not require additional capacity from the wastewater treatment provider. Less than significant impacts are anticipated.

f) Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

⁶ LEED 2009 for New Construction and Major Renovations, www.usgbc.org, accessed on June 18, 2011.

Less Than Significant Impact. The city of Glendale Integrated Waste Management Division provides solid waste collection and disposal services. The proposed project would replace the existing Courthouse and possibly the Board of Realtors office and the Jewel City Bowl bowling alley buildings with an improved courthouse facility. It is not anticipated that the proposed project would generate solid waste at a substantially higher rate or quantity than current operations. The LEED for New Construction Rating System requires that a project provide for storage and collection of recyclable materials.⁷ Compliance with this pre-requisite would facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills. The project does not propose a land use that would significantly increase the solid waste generated above the existing condition, and would not require additional landfill capacity to accommodate disposal needs. Less than significant impacts are anticipated.

g) Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Chapter 8.58 of the city of Glendale Municipal Code requires that all construction and demolition debris be taken to a “certified mixed debris recycling facility” or a recycler must divert all accepted waste from the landfill. In addition, project applicants must pay a diversion security deposit and prepare a waste reduction and recycling plan. There are no federal statutes that apply to this project. The proposed project would be required to comply with state statutes and regulations related to solid waste, including the California Integrated Waste Management Act. While the AOC is not required to comply with local regulations, the project would make every effort to comply with local statutes and regulations, as appropriate.

⁷ LEED 2009 for New Construction and Major Renovations, www.usgbc.org, accessed on June 18, 2011.

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Chapter 9 Acronyms and Abbreviations

The following is a partial listing of acronyms and abbreviations used in this Draft EIR.

<u>Acronym/Abbreviation</u>	<u>Meaning</u>
§	Section
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Trip
AOC	Administrative Office of the Courts
APS	Alternative Planning Strategy
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BOR	Board of Realtors
BMP	Best Management Practice
CAA	Clean Air Act
CalEEMod.....	California Emissions Estimator Model
California Register	California Register of Historical Resources
Caltrans.....	California Department of Transportation
City.....	City of Glendale
CAAA	Clean Air Act Amendments
CAAQS.....	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CARB	California Air Resources Board
CBC.....	California Building Code
CCAR	California Climate Action Registry
CCR.....	California Code of Regulations
CDFG	California Department of Fish and Game
CEC.....	California Energy Commission
CEQA	California Environmental Quality Act
CFC.....	Chlorofluorocarbons
CLG.....	Certified Local Government
CNEL.....	Community Noise Equivalent Level
CO ₂ e	CO ₂ Equivalent
CPUC	California Public Utilities Commission
CUP	Conditional Use Permit
dBA	A-Weighted Sound Level
DSP.....	Downtown Specific Plan (Glendale)
EIR.....	Environmental Impact Report
EPA.....	Environmental Protection Agency
FAA.....	Federal Aviation Administration
FEMA	Federal Emergency Management Administration
FHWA.....	Federal Highway Administration
FICON.....	Federal Interagency Committee on Noise
FTA.....	Federal Transit Administration
General Plan	City of Glendale General Plan

GCJ	Glendale Historical Society City Jewels
GHGs	Greenhouse Gas Emissions
GRHR	City of Glendale Register of Historic Resources
GWP	Glendale Water and Power
HABS	Historic American Building Survey
HAPs	Hazardous Air Pollutants
HCFC	Hydrochlorofluorocarbons
HPLV	High-Pressure, Low-Volume
HRI	California Historical Resources Index
HSC	California Health and Safety Code
HVAC	Heating, Ventilation and Air Conditioning
I	Interstate (Highway)
ITE	Institute of Transportation Engineers
Judicial Council	Judicial Council of California
L_{dn}	Day-Night Noise Level
L_{eq}	Equivalent Noise Level
L_{min}	Minimum Noise Level
L_{max}	Maximum Noise Level
LEED	Leadership in Energy and Environmental Design
LST	Localized Significance Thresholds
MACT	Maximum Available Control Technology
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MT	Metric Tons
National Register	National Register of Historic Place
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NOA	Naturally Occurring Asbestos
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PRC	California Public Resources Code
PPM	Parts per Million
PPV	Peak Particle Velocity
OPR	Governor’s Office of Planning and Research
Project	New Glendale Courthouse
RCPG	Regional Comprehensive Plan and Guide
RMS	Root-Mean-Square
ROGs	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCCIC	South Coast Coastal Information Center

SCH.....	State Clearinghouse
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SR.....	State Route
SRA.....	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
Superior Court	Superior Court of the County of Los Angeles
TACs	Toxic Air Contaminants
TPY	Tons per Year
USGBC.....	United States Green Building Council
ROGs	Reactive Organic Gases
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds

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ADMINISTRATIVE OFFICE OF THE COURTS (LEAD AGENCY)

Laura Sainz Environmental Program Manager

RBF CONSULTING (ENVIRONMENTAL IMPACT REPORT PREPARATION)

Kevin Thomas Project Manager

Eddie Torres Air Quality/GHG/Noise Specialist

Kari Cano Environmental Planner

Pamela Arifian Environmental Planner

Ryan Fowler Environmental Planner

Carolyn LaPrade Environmental Planner

Alex Pohlman Environmental Planner

COGSTONE RESOURCE MANAGEMENT (CULTURAL RESOURCES PREPARATION)

Sherri Gust Principal

Pamela Daly Project Historian

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