AVION PROJECT

Draft Environmental Impact Report

Prepared for
City of Burbank

August 2018

ESA

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Draft Environmental Impact Report

Prepared for
City of Burbank
Community Development Department
150 N. Third Street
Burbank, CA 91502

August 2018

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CHAPTER 1
Executive Summary

1.1 Introduction

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the Avion Burbank Project (proposed project). The proposed mixed-use project is located within the City of Burbank. The proposed project includes multiple components consisting of transit connectivity, parking and street improvements, industrial, offices, retail buildings, and a hotel to be located immediately west of the Burbank Bob Hope Airport, west of North Hollywood Way and south of San Fernando Boulevard. **Figure ES-1** shows the regional location of the project site. **Figure ES-2** shows the site plans for the proposed project.

The City is the Lead Agency responsible for the preparation of the Draft EIR. The Draft EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act of 1970 (*CEQA Guidelines*) (14 California Code of Regulations [CCR] Sections 15000 et seq.). The Executive Summary references the various chapters and sections where detailed information and analyses can be reviewed. This Draft EIR describes the affected resources and evaluates the potential impacts to those resources as a result of building and operating the proposed project.

1.2 Summary of the Proposed Project

1.2.1 Project Location

The proposed Avion Burbank Project (proposed project) site is located at 3001 N. Hollywood Way in the City of Burbank, California. The City of Burbank encompasses a land area of approximately 17.1 square miles, and is located in the central portion of Los Angeles County. The city is approximately 12 miles north of downtown Los Angeles.

The project site is approximately 61 acres. The project site is located within a built up urban environment. Surrounding land uses include Burbank-Hollywood Airport, airport parking, industrial and storage uses, and vacant land. The northern portion of the project site is irregularly shaped and bound diagonally by San Fernando Boulevard and three boundaries that run parallel to Cohasset Street. The rest of the project site is rectangular in shape and is bound by North Hollywood Way to the east, the Burbank-Hollywood Airport parking lot at the terminus of Winona Avenue to the south, and the Burbank-Hollywood Airport to the west.

SOURCE: ESRI

Avion Burbank Project

Figure ES-1
Regional Location

ESA

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SOURCE: Avion Burbank

Avion Burbank Project

Figure ES-2
Site Plan

ESA

1.2.2 Project Description

The proposed project is a mixed-use development consisting of creative offices, creative industrial, retail, and a hotel. The creative offices, the creative industrial space, and the retail center would incorporate aspects of aviation history of the project site.

The creative offices would account for 142,250 sf, with each building ranging between 6,500 sf and 22,500 sf. The creative offices would host a variety of businesses including retail, food, and beverage occupants.

The proposed project includes six creative industrial buildings with varying sizes of buildings that can be divisible down to approximately 27,700 sf. The six industrial buildings would be 40 feet in height and would account for 1,014,887 sf, ranging between 93,500 sf and 282,466 sf. The creative industrial buildings are designed to accommodate a variety of tenants.

In addition to potential retail tenants of the creative offices, the proposed project also includes a retail center. The proposed retail center would include two retail buildings which are proposed to be 9,175 sf and 6,300 sf, totaling 15,475 sf. The two retail buildings would be divisible down to 1,500 sf spaces to accommodate a variety of retail, food, and beverage occupants.

The proposed project would also include a six-story, 166-room hotel, with a maximum height of 69 feet. The hotel would include a variety of amenities including a restaurant, meeting facilities, swimming pool, fitness center, business center, and lounge area.

The proposed project would also increase transit connectivity in the area. The proposed project may, in the future, include connectivity to the new Hollywood Burbank-North Metrolink station. The proposed extension of Tulare Drive may include a future connection to the Airport frontage road. Additionally, the proposed project would include bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Furthermore, street improvements are a part of the proposed project. North Kenwood Street and Tulare Avenue would be extended and would become public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way. Parking for the proposed project would be provided between the creative office, retail, and hotel uses. Sixty parking spaces would be designated for the Metrolink station.

1.2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the proposed project is to develop a mixed-use development including creative office, retail, a hotel and creative industrial land uses. The proposed project also includes transit connectivity, parking, and street improvements, including widening.

As set forth by the CEQA Guidelines, the list of objectives that the project applicant and City seek to achieve for the proposed project is provided below:

- Redevelop underutilized land into a mixed use campus that creates the following:
  - Economic development within the City;
  - New employment opportunities, both short and long term, within the City;
  - A creative office campus with an interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
  - High quality creative industrial buildings to service various industries including manufacturing, assembly, technology, entertainment, and distribution; and
  - A 166-room hotel development site
- Provide retail amenities to serve the project and surrounding businesses.
- Construct onsite bicycle and pedestrian facilities to encourage walking and cycling through and around the project site.
- Place the property in the Los Angeles County tax rolls and generate long-term sustainable property tax revenue for the City of Burbank.
- Provide connectivity from the Burbank Airport-North Metrolink station to the Airport and the mixed-use campus.
- Support the ongoing operation of the Burbank Airport-North Metrolink station.
- Provide 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
- Improve and extend surrounding streets segments (Hollywood Way/Tulare and Tulare and Kenwood, Cohasset, and North San Fernando). The extensions of Tulare and Kenwood will be public streets.
- Implement Green Streets for the new streets and sidewalks.
- Improve and widen sidewalks around the project site as well as improve bicycle infrastructure along Hollywood Way in order to promote alternative modes of transportation.
- Provide additional tax revenue for the City from Transient Occupancy Tax.
- Expand the tree canopy and reducing the heat island effect by planting new trees on the project and in the public right-of-way.

1.3 Summary of the Project Alternatives

1.3.1 Alternative 1: No Project/No Build Alternative

The No Project/No Build Alternative assumes that the proposed project is not developed. The project site would remain vacant and no changes would be made to the project site. Given the availability of infrastructure services and proximity to urban development, it is unlikely that the project site would remain vacant indefinitely. The No Project/No Build is consistent with Section 15125.6(e) of the State CEQA Guidelines, and evaluates the existing conditions of the project site at the time the NOP was published. Environmental impacts from the No Project/No Build Alternative would be less than those of the proposed project. Although environmental impacts

would be reduced, Alternative 1 would not meet any of the project objectives and therefore is not a feasible alternative.

1.3.2 Alternative 2: Increased Office and Hotel Uses Alternative

The project site would most likely not remain vacant for long, even if the proposed project is not approved. CEQA guidelines state that another way of analyzing no project impacts is by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (State CEQA Guidelines, Section 15126.6(e)(3)(c)).

This Alternative analyzes impacts from the project by considering potential land use scenarios discussed in the LinkBurbank Land Use Planning Study In light of this review this Alternative considers a modified project alternative. This Alternative would develop the project site with the creative industrial uses, office uses, two hotels and the proposed retail component. The total development square footage of this Alternative would be similar to the proposed project approximately 1,215,475 square feet. However, this Alternative would include 500,000 square feet of industrial buildings, 500,000 square feet of office buildings, and two, 200-key hotels (approximately 120,000 square feet each) on opposite ends of the property. Each hotel would include 20,000 square feet of event space. This Alternative would maintain the small retail component (15,475 square feet).

Implementation of this Alternative would result in an increase of 2,471 daily trips attributable to the increase in creative office, a reduction of 2,313 daily trips attributable to industrial uses, and an increase of 2,652 daily trip attributable to the hotel and conference space.

1.3.3 Alternative 3: Reduced Intensity Alternative

Under the Reduced Intensity Alternative, the project would be developed with the creative industrial, office and retail components. The hotel component would not be built. The total square footage of the project would be reduced by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips, which is approximately a 56 percent reduction in trips from the proposed project.

The Reduced Intensity Alternative was chosen because it would reduce overall environmental impacts. With this Reduced Intensity Alternative, aesthetics, air quality, energy, GHG, noise, traffic, aesthetics, cultural, energy, noise, population and employment, public service, traffic and utilities would have slightly lower impacts, but the same significant and unavoidable impact, as the proposed project. All other disciplines would have the same impact as the proposed project under the Reduced Intensity Alterative as detailed below.

1.4 Summary of the Known Controversial Issues

Table ES-1, Summary of Scoping Comments and Letters, below, summarizes the scoping comments and letters provided on the Notice of Preparation (NOP) and scoping meeting and

provides a column indicating where the comments are addressed in the Draft EIR. The 30-day public review period started June 9, 2017 and ended July 8, 2017. Additional details, including the NOP comment letters are included in Appendix A.

TABLE ES-1
SUMMARY OF SCOPING COMMENTS AND LETTERS

Commenter/Date	Summary	Applicable Chapter/Section
State Agencies		
State Clearinghouse June 9, 2017	This is a letter to reviewing agencies that provides a reminder to comment on the proposed project in a timely manner.	Chapter 2, *Introduction*
Native American Heritage Commission June 13, 2017	The commenter outlines requirements of SB18 and AB52, which both address consultation with Native American Tribes.	Chapter 4, Section 14, *Tribal Cultural Resources*
California Department of Transportation (Caltrans) June 27, 2017	The commenter makes suggestions as to what elements are to be addressed in traffic studies.	Chapter 4, Section 13, *Transportation and Traffic*
Regional Agencies		
South Coast Air Quality Management District June 27, 2017	The commenter gives general guidelines and expectations concerning air quality analysis, CEQA, and permitting.	Chapter 4, Section 2, *Air Quality* and Chapter 4, Section 6, *Greenhouse Gas Emissions*
Los Angeles Metropolitan Transportation Authority July 8, 2017	The commenter notes nearby bus stops, and makes suggestions related to bus operations and the associated bus stops. The commenter also notes that the project is adjacent to a Metro-owned Railroad right-of-way (ROW), and outlines concerns to address concerning the ROW. The commenter also mentions shared opportunities to increase transit use. The commenter encourages facilitating active transportation. Finally, the commenter mentions the applicable state requirements under the State of California Congestion Management Program.	Chapter 4, Section 13, *Transportation and Traffic*
Southern California Association of Governments (SCAG) July 8, 2017	The commenter asks that further environmental documentation be sent to their office. The commenter also provides applicable goals from the Regional Transportation Plan, as adopted by SCAG. The commenter also includes population, housing, and employment numbers for the years 2020-2040, and provides the hyper link to the SCAG mitigation monitoring and reporting program table.	Chapter 4, Section 11, *Population and Employment* and Chapter 4, Section 13, *Transportation and Traffic*
Individuals		
Marta Weiskopf July 9, 2017	The commenter states that the current plans for the project will not improve environmental quality, restore biological habitat, or bring cultural enrichment. The commenter also provides suggestions on improving environmental conditions and enriching cultural engagement.	Chapter 4, Section 3, *Cultural Resources* and Chapter 4, Section 14, *Tribal Cultural Resources*
Theresa Rettinghouse of Lozeau Drury LLP, on behalf of the Laborers International Union of North America and Local Union 300 July 28, 2017	The commenter requests that the City of Burbank sends all CEQA related notices to their office.	Chapter 2, *Introduction*

1.5 Summary of Environmental Impacts and Recommended Mitigation Measures

Table ES-2, Summary of Impacts and Mitigation Measures for the Avion Burbank Project, below, summarizes the findings of the environmental analysis for the proposed project, proposed mitigation measures, and significance determinations. Additional details are included in Chapter 4 of this Draft EIR.

TABLE ES-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE AVION BURBANK PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Aesthetics		
Impact 4.1-1: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	None required.	Less than Significant Impact
Impact 4.1-2: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None required.	Less than Significant Impact
Air Quality		
Impact Statement 4.2-1: Project construction would not conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP. Due to exceedance of SCAQMD's regional significance threshold for NOx, operation of the project would potentially conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP.	**MM-AIR-1:** All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO). **MM-AIR-2:** Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Such operations shall be required to post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time. Also, site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement. **MM-AIR-3:** Future commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such operations shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.	Significant and Unavoidable Impact with Mitigation
Impact Statement 4.2-2: Construction of the project would not exceed the applicable SCAQMD significance thresholds. Operation of the project would exceed the SCAQMD daily significance threshold for regional NOx. Therefore, impacts related to regional emissions of NOx from operation of the project would be significant.	Construction Impacts: Less than significant with implementation of PDF-Air-1. Operational Impacts: MM-AIR-1, MM-AIR-2, MM-AIR-3 shall be applied to reduced operational impacts.	Significant and Unavoidable Impact with Mitigation
Impact Statement 4.2-3: The South Coast Air Basin is designated as non-attainment for O_3, PM10, and PM2.5 under federal and/or state ambient air quality standards. Construction of the project would not exceed the applicable SCAQMD significance thresholds for ozone precursor emissions (i.e., VOCs and NOx), PM10, or PM2.5. The project's peak daily operations emissions for NOx would exceed the SCAQMD regional significance threshold. Because of this exceedance, the project may contribute incrementally to regional ozone and therefore may result in potentially significant impacts.	Construction Impacts: Less than significant with implementation of PDF-Air-1. Operational Impacts: MM-AIR-1, MM-AIR-2, MM-AIR-3 shall be applied to reduced operational impacts.	Significant and Unavoidable Impact with Mitigation

Impact	Mitigation Measure	Significance after Mitigation
Impact Statement 4.2-4: Construction and operation of the project would not exceed the localized significance thresholds at off-site sensitive receptors. The project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively. Therefore, CO hotspots impacts would be less than significant. Construction of the project would not generate emissions of TACs (i.e., diesel particulate matter) that would result in a significant health impact to off-site sensitive receptors. Operation of the project would not include permanent sources (equipment, etc.) that would generate substantial long-term TAC emissions in excess of the health risk thresholds. Therefore, construction and operational TAC impacts would be less than significant.	None required.	Less than Significant Impact
Impact Statement 4.2-5: Implementation of the project would not create objectionable odors affecting a substantial number of people. Construction and operation of the project include creative office and industrial spaces, retail, and a hotel. These land uses are not expected to be a source of off-site odor complaints. Therefore, the project would have a less than significant impact.	None required.	Less than Significant Impact
Cultural Resources		
Impact 4.3-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	None required.	Less than Significant Impact
Impact 4.3-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**MM-CUL-1:** Prior to start of ground-disturbing activities, a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards) shall be retained by the project applicant to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. **MM-CUL-2:** In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is	Less than Significant Impact with Mitigation

Impact	Mitigation Measure	Significance after Mitigation
	determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.	
Impact 4.3-3: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM-CUL-3:** A qualified paleontologist, defined as a paleontologist who meets the standards of the SVP[1], shall be retained by the project applicant to carry out all mitigation measures related to paleontological resources. **MM-CUL-4:** Prior to the start of construction, the project applicant shall cause the qualified paleontologist, or his or her designee to conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. **MM-CUL-5:** Ground disturbing construction activities (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth shall be monitored on a full-time basis during initial ground disturbance. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010). The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of proposed ground disturbance. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth. **MM-CUL-6:** In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources: 1) Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the SVP (2010). Typically, fossils can be safely salvaged quickly by a single paleontologist	Less than Significant Impact with Mitigation

[1] Society for Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology, Impact Mitigation Guideline Revision Committee. Available online ate http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed September 29, 2017.

Impact	Mitigation Measure	Significance after Mitigation
	and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. 2) Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.	
Impact 4.3-4: The proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries.	**MM-CUL-7:** If human remains are encountered, the project applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	Less than Significant Impact with Mitigation
Energy		
Impact 4.4-1: The project would not conflict with adopted energy conservation plans.	None required.	Less than Significant Impact
Impact 4.4-2: The proposed project would not violate State or federal energy standards.	None required.	Less than Significant Impact
Impact 4.4-3: The proposed project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation	**MM GHG-1:** Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that of the project's energy use is from renewable sources. **MM GHG-2:** The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper. **MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.	Less than Significant Impact with Mitigation

Impact	Mitigation Measure	Significance after Mitigation
Impact 4.4-4: The proposed project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**MM GHG-1:** Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources. **MM GHG-2:** The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper. **MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.	Less than Significant Impact with Mitigation
Geology and Soils		
Impact 4.5-1: The project would not expose people or structures to adverse geologic effects, including the risk of loss, injury or death involving strong seismic ground shaking, or seismic-related ground failure, including liquefaction.	None required.	Less than Significant Impact
Impact 4.5-2: The project would not result in substantial soil erosion or the loss of topsoil.	None required.	Less than Significant Impact
Impact 4.5-3: The project would not 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 compressible/collapsible soils, differential settlement, or shrinkage and subsidence.	None required.	Less than Significant Impact
Impact 4.5-4: The project would not be located on expansive or corrosive soil creating substantial risks to life or property.	None required.	Less than Significant Impact
Greenhouse Gas Emissions		
Impact 4.6-1: The project would not create a significant impact that would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	**MM-AIR-1:** All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) and encourage employees to use the local transit, to help further reduce VMT emissions. **MM-AIR-2:** Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Such operations shall be required to post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time. Also, site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement. **MM-AIR-3:** Future commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such operations shall be required to post signage at all	Less than Significant Impact with Mitigation

Impact	Mitigation Measure	Significance after Mitigation
	loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.	
Impact 4.6-2: The project would not conflict with any applicable plan, policy, regulation, or recommendation of an agency adopted for the purpose of reducing the emissions of GHGs.	**MM GHG-1:** Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources. **MM GHG-2:** The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper. **MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.	Less than Significant Impact with Mitigation
Hazards and Hazardous Materials		
Impact 4.7-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**MM HAZ-1:** During construction, if encountered, the project applicant shall remove Transite pipe containing asbestos in full compliance with SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor. All Asbestos Containing Material (ACM) would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations. **MM HAZ -2**: During construction, the project applicant will ensure that prior to leaving the project site, each haul truck, and other delivery truck that comes in contact with project waste, are inspected and put through procedures, as necessary, to remove loose debris from tire wells and on the truck exterior. Haul truck operators (drivers) are required to have the proper training and registration by the State and as applicable to the material they would be hauling. Trucks transporting hazardous waste are required to maintain a hazardous waste manifest that describes the content of the materials.	Less than Significant Impact with Mitigation
Impact 4.7-2: The project would not 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.	**MM HAZ-3**: The project applicant shall identify truck haul routes for the potential transportation of contaminated soils from the project site and get City approval for routes prior to beginning of construction. The project contractor shall be responsible for enforcing the use of approved truck haul routes if contaminated soil is transported from the project site.	Less than Significant Impact
Impact 4.7-3: The project would 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, could create a significant hazard to the public or the environment.	None required.	Less than Significant Impact

Impact	Mitigation Measure	Significance after Mitigation
Impact 4.7-4: The project would be 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, and result in a safety hazard for people residing or working in the project area.	None required.	Less than Significant Impact
Impact 4.7-5: The project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required.	Less than Significant Impact
Hydrology and Water Quality		
Impact 4.8-1: The proposed project could violate water quality standards or waste discharge requirements.	None are required with adherence to PDFs Hydro-1 and Hydro-2.	Less than Significant Impact
Impact 4.8-2: The proposed project would not 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.	None required.	Less than Significant Impact
Impact 4.8-3: The proposed project could substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite.	None are required with adherence to PDF Hydro-1.	Less than Significant Impact
Impact 4.8-4: The proposed project could substantially alter the existing drainage pattern of a 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 onsite or offsite.	None are required with adherence to PDF Hydro-1.	Less than Significant Impact
Impact 4.8-5: The proposed project could 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.	None are required with adherence to PDFs Hydro-1 and Hydro-2.	Less than Significant Impact
Impact 4.8-6: The proposed project could otherwise substantially degrade water quality.	None are required with adherence to PDFs Hydro-1 and Hydro-2.	Less than Significant Impact
Land Use and Planning		
Impact 4.9-1: The proposed project would not 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 purposed of avoiding or mitigating an environmental effect.	None required.	Less than Significant Impact

Impact	Mitigation Measure	Significance after Mitigation
Noise		
Impact 4.10-1: The proposed project would not expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**MM NOI-1:** The Developer shall provide a temporary 6-foot-tall construction fence equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the project site and single-family residential uses north of the project site. **MM NOI-2:** All building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L_{eq}.	Less than Significant Impact with Mitigation
Impact 4.10-2: The proposed project would not result in significant impacts on persons and structures from ground-borne vibration or ground-borne noise levels.	None required.	Less than Significant Impact
Impact 4.10-3: The proposed project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	**MM NOI-2:** All building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L_{eq}.	Less than Significant Impact with Mitigation
Impact 4.10-4: The proposed project could result in a temporary or periodic increase in ambient noise levels in the project vicinity above existing levels existing without the project.	**MM NOI-2:** All building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L_{eq}.	Less than Significant Impact with Mitigation
Impact 4.10-5: The proposed project would be located within two miles of a public airport or public use airport and could expose people residing or working in the project area to excessive noise levels.	None required.	Less than Significant Impact
Population and Employment		
Impact 4.11-1: The proposed project would not induce substantial population growth in an area, either directly or indirectly.	None required.	Less than Significant Impact
Public Services		
Impact 4.12-1: The proposed project would not result in the provision of, or the need for, new or physically altered police or fire protection facilities, the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and police services.	None required.	Less than Significant Impact

Impact	Mitigation Measure	Significance after Mitigation
Transportation and Traffic		
Impact 4.13-1: The proposed project would 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.	**Mitigation Measure TRANS-1: Hollywood Way & Tulare Avenue (Intersection No. 3):** In order to mitigate the impact at North Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • The northbound approach (Hollywood Way) would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. In addition, it would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing Class II bicycle lanes would be separated from vehicular traffic by a 3-foot buffer along the project's frontage between Winona Avenue and just north of Tulare Avenue. • Widen eastbound approach (Tulare Avenue) would be widened to include one left-turn lane and one through/right-turn lane. • The southbound approach (Hollywood Way) would be widened to include one southbound right turn lane so that the southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. The eastbound approach is set to be redesigned as part of the proposed project, and could accommodate the two lanes proposed in this mitigation measure. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is not wide enough to accommodate the additional northbound lanes and maintain the three current southbound through lanes. In order to accommodate this mitigation and to widen the sidewalk to 10 feet as prescribed in the City's General Plan, Hollywood Way would need to be widened by 5 feet on the west side along the project's frontage between the North San Fernando Boulevard/North Hollywood Way SW intersection and Winona Avenue, which would require acquiring right-of-way from the project. In addition, the west side of Hollywood Way would have to be widened by an additional 10 feet (15 feet total) from the centerline of Tulare Avenue to a point approximately 300 feet south of Tulare Avenue, whereby the widening would taper from 15 feet back to 5 feet over a distance of an additional 300 feet (for a total of 600 feet south of Tulare Avenue). Also, the west side of Hollywood Way would have to be widened by an additional 19 feet (24 feet total) from the centerline of Tulare Avenue to a point approximately 150 feet north of Tulare Avenue. As this mitigation measure would only require right-of-way from the project to be implemented, it would not violate any of the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level under Existing plus Project conditions. **Significance after Mitigation:** Less than significant.	Significant and Unavoidable

Impact	Mitigation Measure	Significance after Mitigation
	Mitigation Measure TRANS-2: Hollywood Way & Winona Avenue (Intersection No. 4): In order to mitigate the impact at North Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, one through/right-turn lane. • Existing six-foot bicycle lanes would be maintained on Hollywood Way. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is wide enough to accommodate the additional lane without reducing the number of southbound lanes or removing the existing bicycle lanes. This mitigation measure would not conflict with any of the criteria in the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level. It should be noted that the Hollywood-Burbank Airport Terminal Replacement Project also included a mitigation measure to address an intersection impact at this location. That mitigation measure required widening the northbound and eastbound approaches, which would also reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions. **Significance after Mitigation:** Less than significant. **Mitigation Measure TRANS-3:** North **Hollywood Way & Thornton Avenue (Intersection No. 5):** In order to mitigate the impact at North Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, and one through/right-turn lane. • Southbound Hollywood Way would be restriped to convert the southbound right- turn lane into a southbound through/right-turn lane, resulting in the following configuration: one left turn lane, two through lanes, and one through/right-turn lane. • Existing bicycle lanes would be maintained on Hollywood Way. The existing curb-to-curb width on North Hollywood Way at this intersection varies between Avon Street and just north of Thornton Avenue, but is wide enough to accommodate the additional travel lanes and maintain the existing	

Impact	Mitigation Measure	Significance after Mitigation
	bicycle lanes if the existing raised median is reconstructed between Avon Street and Thornton Avenue. However, widening would be required at the existing southbound right-turn lane into the commercial property south of Thornton Avenue in order to accommodate the existing right-turn lane, existing bike lane, and three travel lanes. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions, and would not conflict with any of the criteria in the policy-based screening analysis. **Significance after Mitigation:** Less than significant. North **Hollywood Way & Victory Avenue (Intersection No. 7):** In order to mitigate the impact at North Hollywood Way & Victory Boulevard to a less-than-significant level, it would have to be widened and restriped at the northbound and southbound approaches. The northbound approach would be widened to include one left-turn lane, three through lanes, and one right-turn lane. The southbound approach would be widened to include one left-turn lane, three through lanes, and one right-turn lane. The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound and southbound lanes. In order to accommodate these improvements, the street would need to be at widened to at least 94 feet, which cannot be accommodated within the existing right-of-way, which would conflict with the Right-of-Way and Complete Streets portions of the policy-based screening analysis. The improvements would also conflict with the Scale & Design portion of the policy-based screening analysis because the three through lanes would exceed the Maximum Acceptable Mitigations (MAMS) template identified in the City's General Plan. Therefore, implementation of these improvements is deemed infeasible and the impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and Unavoidable. North **Hollywood Way & Burbank Boulevard (Intersection No. 8):** In order to mitigate the impact at North Hollywood Way & Burbank Boulevard to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be widened to include two left-turn lanes, one through lane, and one through/right lane. The westbound approach would be widened to include two left-turn lanes, two through lanes, and one through/right lane. The existing curb-to-curb width on Burbank Boulevard at this intersection is approximately 68 feet, which is not wide enough to accommodate the new eastbound and westbound lanes. In order to accommodate these improvements, the street would need to be widened to at least 80 feet, which would require narrowing the sidewalks, which would conflict with the Complete Streets portion of the policy-based screening analysis. The improvements would also conflict with the Scale & Design portion of the policy-based screening analysis because it would narrow sidewalks below the 15 feet prescribed in the MAMS template identified in the City's General Plan. Therefore, implementation of these	

Impact	Mitigation Measure	Significance after Mitigation
	improvements is deemed infeasible and the impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and Unavoidable. **Buena Vista Street & North San Fernando Boulevard (Intersection No. 19):** In order to mitigate the impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level, the intersection would have to be widened and restriped at the southbound approach to include two left-turn lanes, one through lane, and one through/right-turn lane. The southbound approach at Buena Vista Street is currently under construction as part of improvements to I-5, which will include a new center median containing columns to support a new rail bridge. The new curb-to-curb width at this approach is expected to be less than 40 feet. To accommodate the proposed improvement, the City would need to acquire right-of-way to widen the curb-to-curb distance and reconstruct the rail bridge over Buena Vista Street. Therefore, the improvement fails the Right-of-Way Needs elements of the policy-based screening analysis and is also physically infeasible. Therefore, implementation of these improvements is deemed infeasible and the impact would remain significant and unavoidable. The General Plan mitigation measure proposed for this intersection was also tested, which calls for the restriping of the eastbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This change would not reduce the proposed project's incremental increase in V/C to a less than significant level, because it would add capacity to a non-critical movement (eastbound left). **Significance after Mitigation:** Significant and Unavoidable. **Vineland Avenue & Vanowen Street (Intersection No. 48):** In order to mitigate the impact at Vineland Avenue & Vanowen Street to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be restriped to include one left turn lane, two through lanes, and one through/right lane. The westbound approach would be widened to include one left-turn lane, two through lanes, and one right-turn lane. The existing curb-to-curb width on Vanowen Street is approximately 62 feet, which is not wide enough to accommodate the additional lanes. In order to accommodate this improvement, the street would need to be widened, which would require acquiring right-of-way from adjacent properties and/or narrowing the sidewalks. As this intersection is located within the City of Los Angeles, implementation of the improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and Unavoidable. **San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56):** In order to mitigate the impact at San Fernando Boulevard & Strathern Street/Clybourn Avenue to a less than significant level, the northbound approach	

Impact	Mitigation Measure	Significance after Mitigation
	on San Fernando Boulevard would have to be widened and restriped to include two left turn lane and two through lanes. The existing curb-to-curb width on San Fernando Boulevard is approximately 56 feet, which is wide enough to accommodate the additional lanes. As this intersection is located within the City of Los Angeles, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement is deemed infeasible and this impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and Unavoidable. **Mitigation Measure TRANS-4: North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30):** In order to mitigate the significant impact at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps to a less than significant level, the intersection would need to be redesigned. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • The intersection would be redesigned to accommodate an uncontrolled eastbound right-turn lane. The new design would require acquisition of right-of-way from the project, and would extend the southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue. • The redesign would shift bicycles from the Class II on-street facility to an off-street shared path, to avoid vehicles weaving across bicycle traffic. As the mitigation would result in no vehicle control for either the eastbound or southbound approaches, there would be no control delay at the intersection, reducing the project's incremental impact at the intersection below significance. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level. It should be noted that a measure was explored involving signalizing the intersection to be consistent with a similar mitigation that was proposed as part of the Burbank-Hollywood Airport Terminal Replacement Project. Although the intersection meets the signal warrant during all analyzed scenarios for at least one of the analyzed peak hours, signalizing the intersection would result in additional delay for vehicles traveling southbound on Hollywood Way, which make up the majority of vehicles using the intersection. The mitigation was therefore rejected. **Significance after Mitigation:** Less than Significant. **Mitigation Measure TRANS-5: San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34):** In order to mitigate the significant impact at North San Fernando Boulevard & I-5 Southbound Ramps to a less than significant level, the intersection would need to be signalized. The project applicant shall coordinate with the City to make a fair-share payment for and implement the	

Impact	Mitigation Measure	Significance after Mitigation
	following intersection improvements prior to issuance of the first certificate of occupancy: • Install a traffic signal. • Coordinate signal timing with other traffic signals on North Hollywood Way to maintain traffic flow. The intersection meets the signal warrant during all analyzed scenarios during at least one of the analyzed peak hours. No change in striping or lane configuration is included as part of this mitigation. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions. This mitigation measure reduces the intersection's delay to LOS C or better during all analyzed periods. Under the City of Burbank's guidelines, intersections with LOS C cannot have an impact. However, since this intersection is located within the shared jurisdiction of Caltrans and the City of Burbank, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement is deemed infeasible and this impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and Unavoidable. Future plus Project – Signalized Intersections **North Hollywood Way & Tulare Avenue (Intersection No. 3):** The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-1**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Tulare Avenue would also reduce the impact under Future plus Project conditions. **Significance after Mitigation:** Less than significant. **North Hollywood Way & Thornton Avenue (Intersection No. 5):** The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-2**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Thornton Avenue would also reduce the impact under Future plus Project conditions. **Significance after Mitigation:** Less than significant. **North Hollywood Way & Avon Street (Intersection No. 6):** In order to mitigate the significant impact at North Hollywood Way & Avon Street to a less than significant level, the northbound and southbound approaches would need to be reconfigured to include additional through lanes. However, due to the proximity of the Empire Avenue bridge over Hollywood Way, the right-of-way is constrained. Therefore, the added lanes could not be feasibly accommodated, and the impact would remain significant and unavoidable. **Significance:** Significant and unavoidable. **North Hollywood Way & Victory Boulevard (Intersection No. 7):** The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at North Hollywood Way & Victory Boulevard to a less than significant level. This mitigation conflicts with the Right-	

Impact	Mitigation Measure	Significance after Mitigation
	of-Way, Complete Streets, and the Scale & Design portions of the policy-based screening analysis. The impact is considered significant and unavoidable. **Significance:** Significant and unavoidable. **North Hollywood Way & Burbank Boulevard (Intersection No. 8):** The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at North Hollywood Way & Burbank Boulevard to a less than significant level. This mitigation conflicts with the Complete Streets and the Scale & Design portions of the policy-based screening analysis and, therefore, the impact is considered significant and unavoidable. **Significance:** Significant and unavoidable. **North Hollywood Way & Magnolia Boulevard (Intersection No. 9):** In order to mitigate the impact at North Hollywood Way & Magnolia Boulevard to a less than significant level, it would have to be widened and restriped at the northbound approach to include one left-turn lane, three through lanes, and one right-turn lane. This improvement would reduce the proposed project's incremental increase in V/C to a less than significant level. The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound lanes without reducing the number of southbound lanes. In order to accommodate this improvement, the northbound approach would need to be widened, which would require narrowing the sidewalks to approximately 5 feet on Hollywood Way. The narrowing of the sidewalk would conflict with the Complete Streets portion of the policy-based screening analysis. In addition, the improvement would conflict with the Scale and Design element of the policy-based screening analysis because the three through lanes would exceed the MAMS template. Therefore, implementation of the improvement is deemed infeasible and the impact would be significant and unavoidable. **Significance:** Significant and unavoidable. **MM TRANS-7: North Hollywood Way & Alameda Avenue (Intersection No. 11):** In order to mitigate the impact at North Hollywood Way & Alameda Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane. The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersection are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require	

Impact	Mitigation Measure	Significance after Mitigation
	adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable. **Significance after Mitigation:** Significant and unavoidable. **MM TRANS-8: North Hollywood Way & Olive Avenue (Intersection No. 13):** In order to mitigate the impact at North Hollywood Way & Alameda Avenue to a less than significant level, westbound and eastbound approaches would need to be reconfigured, resulting in a new peak period parking restriction. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • Implement PM peak period parking restriction in the westbound direction of Olive Avenue. • Reconfigure the westbound approach to include one left-turn lane, two through lanes and one shared through/right-turn lane. • Restripe the eastbound approach to include two left-turn lanes, two through lanes, and one through/right-turn lane (may require alteration to the existing median). Currently, a peak parking restriction exists on westbound Olive Avenue between Riverside Drive and Pass Avenue during the AM peak period. During the PM period, parking is currently permitted and the westbound intersection approach configuration consists of one left-turn lane, two through lanes, and one right-turn lane. The mitigation measure would establish a PM peak period parking restriction on westbound Olive Avenue between Riverside Drive and Pass Avenue (the same as the AM parking restriction limits) from 4:30 to 7:30 PM, Monday through Friday. This mitigation measure can be implemented within the existing right-of-way without re-striping and would involve restricting approximately eight parking spaces during the PM peak period. The proposed changes on both the eastbound and westbound approaches can be accommodated within the existing curb-to-curb space. The mitigation measure would exceed the MAMS template, and therefore would conflict with the Scale and Design criteria in the policy-based screening analysis. It does not conflict with other elements of the screening analysis. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level. **Significance after Mitigation:** Less than significant. **Buena Vista Street & North San Fernando Boulevard (Intersection No. 19):** The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. The mitigation fails the Right-of-Way Needs elements of the screening analysis and is also physically infeasible. The impact is considered significant and unavoidable.	

Impact	Mitigation Measure	Significance after Mitigation
	Significance: Significant and unavoidable. **Buena Vista Street & SR-134 Westbound Ramps/Riverside Drive (Intersection No. 27):** In order to mitigate the significant impact at Buena Vista Street & SR-134 Westbound Ramps/Riverside Drive, the intersection would have to be widened and restriped to convert the existing northbound through/right-turn lane to a through lane and right-turn lane. This improvement could be accommodated within the existing right-of-way, but may require moving the curb. It would not conflict with any of the goals and policies identified in the Mobility Element; therefore, physical widening at this intersection is feasible. This improvement would reduce the proposed project's incremental increase in V/C to a less than significant level ; however, because Caltrans has jurisdiction over the right-of-way required for the improvement, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable. **Significance: Significant** and unavoidable. **Clybourn Avenue & Vanowen Street (Intersection No. 47):** In order to mitigate the impact at Clybourn Avenue & Vanowen Street to a less than significant level, an improvement was tested that added a second eastbound left-turn lane to the intersection. Although this improvement would reduce the impact at the intersection to a less than significant level, the improvement is deemed to be infeasible because there is not sufficient space for vehicles to merge from the two left-turn lanes into the one receiving travel lane on Clybourn Avenue, and providing sufficient space would require expanding the right-of-way. Although the street could potentially be widened into the railroad right-of-way to extend the merge area, this would require merging across the railroad tracks, creating a potentially unsafe condition. As this mitigation would require additional right-of-way, it conflicts with the Right-of-Way Needs portion of the policy-based screening analysis, and would remain significant and unavoidable. **Significance: Significant** and unavoidable. **Vineland Avenue & Vanowen Street (Intersection No. 48):** The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. However, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable. **Significance: Significant** and unavoidable. **San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56):** The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. However, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable. **Significance: Significant** and unavoidable. Future plus Project – Unsignalized Intersections	

Impact	Mitigation Measure	Significance after Mitigation
	North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): The same mitigation measure described above under Existing plus Project conditions (**Mitigation Measure 4.13-4**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps would also reduce the impact under Future plus Project conditions. **Significance after Mitigation:** Less than significant. **MM TRANS-9: North San Fernando Boulevard & Cohasset Street (Intersection No. 32):** To mitigate the significant impact at North San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy: • Install a traffic signal. • Coordinate signal timing with other traffic signals on North San Fernando Boulevard to maintain traffic flow. The intersection meets the signal warrant during the PM peak hour in the Future (2024) plus Project scenario. No change in striping or lane configuration is included as part of this mitigation measure. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level. It should be noted that a similar mitigation measure was proposed as part of the Hollywood-Burbank Airport Terminal Replacement Project, but that proposal also included restriping the eastbound approach to provide a separate right-turn lane and left-turn lane. **Significance after Mitigation:** Less than significant. **North San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34):** The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-5**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North San Fernando Boulevard & I-5 Southbound Ramps would also reduce the impact under Future plus Project conditions. However, the ability of the lead agency (City of Burbank) to implement improvement is uncertain, given the intersection's location within the jurisdiction of Caltrans. Therefore, this impact would remain significant and unavoidable. **Significance after Mitigation:** Significant and unavoidable.	

Impact	Mitigation Measure	Significance after Mitigation
Impact 4.13-2: The proposed project would 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 feasible mitigation measures were identified. The impact would be significant and unavoidable.	Significant and Unavoidable
Impact 4.13-3: The proposed project would not 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.	None required.	Less than Significant
Impact 4.13-4: The proposed project would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).	None required.	Less than Significant
Impact 4.13-5: The proposed project would not result in inadequate emergency access.	None required.	Less than Significant
Impact 4.13-6: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrial facilities, or otherwise decrease the performance or safety of such facilities.	None required. However, MM-TRANS-1 and MM-TRANS-9, which are proposed under Impact 4.13-1, would be contribute to mitigating potential impacts from Impact 4.13-6.	Less than Significant
Impact 4.13-7: Construction of the proposed project would not substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access.	None required.	Less than Significant
Tribal Cultural Resources		
Impact 4.14.1 and 4.14.2: The Project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074.	**MM-CUL-1:** Prior to start of ground-disturbing activities, a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards) shall be retained by the project applicant to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. **MM-CUL-2:** In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance,	Less than Significant Impact with Mitigation

Impact	Mitigation Measure	Significance after Mitigation
	incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered. **MM-CUL-7:** If human remains are encountered, the project applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	
Utilities		
Impact 4.15-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board during either construction or operation of the project.	**MM-UTIL--1:** The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at $49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at $$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately $423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.	Less than Significant Impact with Mitigation
Impact 4.15-2: The proposed project would not 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.	None required.	Less than Significant Impact

Impact	Mitigation Measure	Significance after Mitigation
Impact 4.15-3: The proposed project would not 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.	None required.	Less than Significant Impact
Impact 4.15-4: The proposed project would not require new or expanded water supply resources or entitlements.	None required.	Less than Significant Impact
Impact 4.15-5: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projects projected demand in addition to the provider's existing commitments.	**MM-UTIL--1:** The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at $49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at $$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately $423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.	Less than Significant Impact with Mitigation
Impact 4.15-6: The proposed project would be served by a landfill with insufficient permitted capacity to accommodate the project solid waste disposal needs.	**MM-UTIL-2:** As part of their lease agreement, all tenants occupying creative industrial buildings on the proposed project site shall be required to recycle all qualifying items in accordance with the Burbank Recycling Center's guidelines, including their handbook titled "Materials Accepted in Your Recycling Bin or at the Recycling Center." The project applicant shall supply tenants with City recycling receptacles as well as the aforementioned Burbank Recycling Center handbook.	Less than Significant Impact with Mitigation
Cumulative: The project would not have cumulatively considerable effects regarding wastewater treatment requirements of the applicable Regional Water Quality Control Board.	**MM-UTIL--1:** The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at $49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at $$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately $423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.	Less than Significant Impact

Impact	Mitigation Measure	Significance after Mitigation
Cumulative: The project could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause cumulatively considerable environmental effects.	None required.	Less than Significant Impact
Cumulative: The project could require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause cumulatively considerable environmental effects.	None required.	Less than Significant Impact
Cumulative: The project could have cumulatively considerable effects from new or expanded water supply resources or entitlements.	None required.	Less than Significant Impact
Cumulative: The project could result in cumulatively considerable impacts regarding inadequate capacity to serve the projects projected demand of wastewater treatment.	**MM-UTIL--1:** The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at $49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at $$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately $423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.	Less than Significant Impact
Cumulative: The project could **have cumulatively considerable** effects on solid waste disposal facilities.	None required.	Less than Significant Impact
Wind		
Impact 4.1-1: The proposed project would not substantially degrade the existing wind conditions on the site and its vicinity.	None required.	Less than Significant Impact
Impact 4.1-2: The proposed project could alter or redirect winds to reach Airport runways or taxiways and, thereby, influence airport operations.	None required.	Less than Significant Impact

CHAPTER 2
Introduction

2.1 Purpose of this EIR

The project proposes the development of a mixed-use project in the City of Burbank. The project includes multiple components consisting of transit connectivity, parking, utility and street improvements, industrial buildings, offices, retail buildings, and a hotel to be located immediately east of the Burbank-Hollywood Airport, west of North Hollywood Way and south of North San Fernando Boulevard. Implementation of the proposed project would include a Burbank 2035 General Plan Amendment, a Zoning Map Amendment, a Development Agreement, a Development Review, and a Tentative Tract Map. The City of Burbank (City), as the Lead Agency, has prepared this Draft Environmental Impact Report (EIR) to provide the public, trustee agencies, and responsible agencies with information about the potential effects on the environment associated with the implementation of the proposed project.

2.2 Intended Use of this EIR

This EIR is an informational document that is intended to inform public agency decision makers and the public of the environmental effects of the proposed project and potential mitigation for those effects. This EIR analyzes the environmental effects of the proposed project at a project level. In addition, this EIR describes a reasonable range of alternatives to the project. As described in the California Environmental Quality Act (CEQA) Guidelines Section 15161, a project-specific EIR examines the environmental impacts of a specific development project and focuses primarily on the changes in the environment that would result from the development project. In addition, a project-specific EIR should analyze all phases of the project including planning, construction, and operation.

2.3 CEQA Environmental Review Process

2.3.1 CEQA Process Overview

This Draft EIR has been prepared in compliance with CEQA (as amended), codified as California Public Resources Code Sections 21000 et seq. and the *State CEQA Guidelines* in the Code of Regulations, Title 14, Division 6, Chapter 3. The basic purposes of CEQA are to: (1) inform decision makers and the public about the potential, significant environmental effects of proposed activities, (2) identify the ways that environmental effects can be avoided or significantly reduced, (3) prevent significant, avoidable environmental effects by requiring changes in projects through the use of alternatives or mitigation measures when feasible, and (4) disclose to the

public the reasons why an implementing agency may approve a project even if significant unavoidable environmental effects are involved.

An EIR uses a multidisciplinary approach, applying social and natural sciences to make a qualitative and quantitative analysis of all the foreseeable environmental impacts that a proposed project would exert on the surrounding area. As stated in CEQA Guidelines Section 15151:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.

As described in Section 15121(a) of the CEQA Guidelines, this Draft EIR is intended to serve as an informational document for public agency decision makers. Accordingly, this Draft EIR has been prepared to identify and disclose the significant environmental effects of the proposed project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this Draft EIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this Draft EIR, along with other factors, prior to approving the proposed project.

2.3.2 Notice of Preparation and Public Scoping

Pursuant to Section 15082 of the CEQA Guidelines, the lead agency is required to send a Notice of Preparation (NOP) stating that a Draft EIR will be prepared to the State Office of Planning and Research (OPR), responsible and trustee agencies, and federal agencies involved in funding or approving the project. The NOP must provide sufficient information for responsible agencies to make a meaningful response. At a minimum, the NOP must include a description of the project, location of the project, and probable environmental effects of the project (CEQA Guidelines Section 15082(a)(1)). Within 30 days after receiving the NOP, responsible and trustee agencies and the OPR shall provide the lead agency with specific detail about the scope and content of the environmental information related to that agency's area of statutory responsibility that must be included in the Draft EIR (CEQA Guidelines Section 15082(b)).

On June 9, 2017, in accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City published an Initial Study and NOP for the Draft EIR (**Appendix A**) and circulated it to governmental agencies, organizations, and persons who may be interested in the proposed project, including nearby landowners, homeowners, and tenants. The NOP requested comments on the scope of the Draft EIR and asked that those agencies with regulatory authority over any aspect of the project to describe that authority. The 30-day comment period extended through July 8, 2017. The NOP provided a general description of the proposed actions, a description of the project area, and a preliminary list of potential environmental impacts. Copies of the NOP were made available for public review on the City's website (http://www.burbankca.gov/ departments/community -development /planning / current-planning/avion).

On June 29, 2017, in accordance with CEQA Section 21083.9,[2] the City sponsored a public meeting to obtain comments from interested parties on the scope of the Draft EIR. The purpose of the meeting was to present the project to the public through use of display maps, diagrams, and a presentation describing the project components and potential environmental impacts. City staff and members of the local community attended the scoping meeting. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the project. The issues addressed by participants are summarized and included in this Draft EIR as part of **Appendix A.**

2.3.3 Draft EIR

The Draft EIR has been prepared pursuant to the requirements of CEQA Guidelines Section 15126. The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public and agency responses to the NOP. This Draft EIR provides an analysis of reasonably foreseeable impacts associated with the construction and operation of the proposed project. The environmental baseline for determining potential impacts is the date of publication of the NOP for the proposed project (CEQA Guidelines Section 15125(a)). Unless otherwise indicated, the environmental setting for each resource assessed in this Draft EIR describes the existing conditions as of June 2017. The impact analysis is based on changes to existing conditions that would result from implementation of the proposed project.

In accordance with the CEQA Guidelines Section 15126, this Draft EIR describes the proposed project and the existing environmental setting, identifies environmental impacts associated with project implementation, identifies mitigation measures for significant impacts, and provides an analysis of alternatives. Significance criteria have been developed for each environmental resource analyzed in this Draft EIR. The significance criteria are defined at the beginning of each impact analysis section.

2.3.4 Public Review

In accordance with CEQA Guidelines Section 15105, this Draft EIR is being circulated and made available to local, State, and Federal agencies, and to interested organizations and individuals who may wish to review and comment on the during the 45-day review period. All written comments should be directed to:

City of Burbank
Community Development Department, Planning Division
c/o Scott Plambaeck, Deputy City Planner
150 North Third Street
Burbank, California 91502
SPlambaeck@burbankca.gov

[2] CEQA Section 21083.9 requires that a lead agency call at least one scoping meeting for a project of statewide, regional, or area-wide significance.

Comments on the Draft EIR must be received by close of business on the last day of the 45-day review period unless the City grants an extension.

2.3.5 Final EIR Publication and Certification

Written and oral comments received in response to the Draft EIR will be addressed in a Response to Comments document that, together with the Draft EIR, will constitute the Final EIR. The City will then consider EIR certification (CEQA Guidelines 15090). If the EIR is certified, the City may consider project approval. Prior to approving the project, the City must make written findings with respect to each significant environmental effect identified in the Draft EIR in accordance with Section 15091 of the CEQA Guidelines. In addition, the City must adopt a Statement of Overriding Considerations concerning each significant and unavoidable environmental effect identified in the Final EIR (if any). The Statement of Overriding Considerations will be included in the record of the project's approval and mentioned in the Notice of Determination following CEQA Guidelines Section 15093(c). Pursuant to Section 15094 of the CEQA Guidelines, the City will file a Notice of Determination with the State Clearinghouse and Los Angeles County Clerk within 5 working days after project approval.

2.3.6 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA Guidelines Section 15097). The mitigation monitoring program will be available to the public at the same time as the Final EIR.

2.4 Organization of the Draft EIR

This Draft EIR is organized into the following chapters and appendices:

1. **Summary.** The summary provides a synopsis of the project's potential impacts. It identifies, in an overview fashion, the project under consideration and its objectives. The chapter also summarizes the project's impacts and mitigation measures and contains a summary analysis of the alternatives to the project.
2. **Introduction.** The introduction includes the purpose of an EIR and procedural information.
3. **Project Description.** This chapter includes the project background, project location and setting, site characteristics, project objectives, and the characteristics of the project. The chapter also includes a summary of the necessary permits and approvals for the project.
4. **Environmental Setting, Impacts, and Mitigation Measures.** This chapter describes the environmental setting and identifies impacts of the proposed project for each of the following environmental resource areas: Aesthetics; Air Quality; Cultural Resources; Energy; Geology, Soils, and Seismicity; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise and Vibration; Population and Housing; Public Services; Traffic and Transportation; Tribal Cultural Resources; and Utilities and Wind Effects. Mitigation measures to reduce significant impacts of the proposed project to the lowest level feasible are presented for each resource area.

5. **Cumulative Impacts.** This chapter includes a discussion of the past, present, and reasonably foreseeable future projects and activities in the surrounding areas. This chapter also provides an analysis of the cumulative impacts for each issue area analyzed in the Draft EIR.
6. **Alternatives Analysis.** This chapter presents an overview of the alternatives development process and describes and analyzes the alternatives to the project, including the No Project Alternative.
7. **Other CEQA Considerations.** This chapter provides an analysis of the extent to which the project's primary and secondary effects would commit resources to uses that future generations would probably be unable to reverse. This chapter also discusses the resource areas determined to have no impact with implementation of the project.
8. **Acronyms, References, and List of Preparers.** This chapter provides a list of acronyms used throughout the Draft EIR, the resources referenced in the Draft EIR, and a list of the individuals who contributed to the preparation of the Draft EIR.
9. **Appendices.** The appendices contain important information used to support the analyses and conclusions made in the EIR. Appendices are provided documenting the scoping process, air emissions modeling results, biological resources assessment, cultural resources assessment, greenhouse gas emissions estimate, wind impact memorandum, noise and vibration assessment, traffic modeling results, and energy consumption modeling results.

CHAPTER 3
Project Description

3.1 Project Overview

The proposed project site is located at 3001 North Hollywood Way in the city of Burbank, California. The project proposes a variety of land uses including creative office, industrial, and retail uses, as well as a 166-room hotel. Development of the project would include parking and street improvements, including widening in the project area. Moreover, the proposed project would develop the project site for alternative transit connectivity.

3.2 Project Location

3.2.1 The City of Burbank

The proposed project is located within the City of Burbank. The city encompasses approximately 17.1 square miles and is located in the central portion of Los Angeles County. **Figure 3-1,** *Regional Location*, shows the regional location of the project site. The City is approximately 12 miles north of downtown Los Angeles, the northwestern edge of the City is bordered by the Verdugo Mountains, and the western edge of the City is located near the eastern part of the San Fernando Valley. The City is bisected by Interstate 5 (I-5) and is adjacent to the cities of Los Angeles and Glendale, 12 miles south and 4 miles east of the City, respectively. Regional access to the City is provided by I-5, State Route 134 (SR-134), and State Route 170 (SR-170). **Figure 3-2**, *Project Location*, shows the location of the project site.

3.2.2 Project Location and Site Characteristics

The project site comprises approximately 61 acres and is relatively flat. The project site is graded and partially developed with surface parking lots used for vehicle storage. The project site is fenced and public access to the project site is not permitted. The project site is located within the San Fernando Valley Groundwater Basin, which has been designated by the U.S. Environmental Protection Agency (USEPA) as a Federal Superfund Site due to groundwater contamination associated with historical industrial land uses, described below in Section 3.4. The project site lies within the Burbank Operable Unit, where a number of underground storage tank (UST) removals, soil cleanups, and soil investigations have been completed at the project site and adjacent properties over the years. The project site and adjacent properties were investigated as part of the Regional Water Quality Control Board, Los Angeles Region (LARWQCB) Well Investigation Program (WIP).

Path: U:\GIS\GIS\Projects\16xxxx\D160935 Burbank Avion\03 MXDs Projects\IS NOP\Fig3-1 RegionalLocation.mxd jlanderson 10/9/2017

SOURCE: ESRI

Avion Burbank Project

Figure 3-1
Regional Location

ESA

SOURCE: ESRI

Avion Burbank Project

Figure 3-2
Project Location

ESA

Lockheed Martin Corporation (Lockheed) is the responsible party for the soil and groundwater on the project site. Lockheed continues to monitor the groundwater at the project site with nine on-site wells and associated pipes. During the 1990's, Tetra Tech on behalf of Lockheed completed various soil gas investigations, soil sampling, and soil remediation to address the areas of concern (AOCs) identified for the project site.[3] Based on the results of these investigations and remedial efforts, the LARWQCB issued a number of No Further Action (NFA) letters for particular areas of the project site, indicating a low potential for the residual contaminants to continue to contribute to the regional groundwater issue. The project sponsor also completed a Phase I and Phase II investigation prior to acquisition of property.

3.3 Existing Setting

3.3.1 Existing Land Use and Zoning Designations

Table 3-1, *Project Site Land Use and Zoning Characteristics*, describes the project site's existing land use and zoning characteristics. The project site has two land use designations in the *Burbank2035 General Plan* (City's General Plan), Golden State Commercial/Industrial and Airport. Approximately 42 acres of the project site are designated as Golden State Commercial /Industrial, while the other 18 acres are designated as Airport. The area of the Golden State Commercial/Industrial land use designation serves as the City's industrial hub and includes a variety of commercial uses supportive of the airport and media-related businesses. A maximum of 1.25 floor-to-area ratio (FAR) has been established for this land use designation. The Airport land use designation encompasses the Hollywood-Burbank Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority. This land use designation is intended to accommodate uses directly related to airport and aircraft operation including landing fields; passenger and freight facilities; and facilities for fabricating, testing, and servicing aircrafts.

TABLE 3-1
PROJECT SITE LAND USE AND ZONING CHARACTERISTICS

Project Site	Land Use and Zoning Description
Land Use Designation	Golden State Commercial/Industrial – 43 acres Airport – 18 acres
Zoning	General Industrial (M-2) – 43 acres Airport (AP) – 18 acres
Project Site Tax Assessor Parcel Numbers (APNs)	2466-011-908; 2466-011-909; 2466-011-911; 2466-011-013; 2466-028-906; 2466-028-907; 2466-028-908; and portions of 2466-011-910.

Similarly, the project site also includes two zoning districts. The zoning designation for the 43-acre portion of the project site is General Industrial (M-2) while the westernmost 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials, while parcels designated as AP are

[3] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

intended for the protection of the Airport from uses that might restrict or inhibit its principal function as an air terminal facility.

3.3.2 Surrounding Land Uses

The Hollywood-Burbank Airport is located to the west and the south of the project site (the Replacement Terminal will be adjacent to the runway, and the proposed project would be adjacent to the terminal), North Hollywood Way is immediately east of the project site, and North San Fernando Boulevard and Cohasset Street are north of the project site. The surrounding land uses include the Hollywood-Burbank Airport, Airport parking, industrial and storage uses, and vacant land.

3.4 Project Site History

Historically, the project site was used for agricultural purposes from at least 1928 through the late 1930s and then was developed as part of a larger property owned by Lockheed, known as the Lockheed Plant B6, from at least 1944 through the 1990s. [4] A portion of the project site encompasses approximately 61 acres of the former 130-acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes.[5] All of the buildings associated with the Lockheed Plant B6 were demolished between 1997 through 2001, leaving the project site as vacant land, with the exception of a small portion of the northern property that is currently being used for commercial long-term storage of automobiles and storage pods.[6]

In addition to the Lockheed Plant B6, Pacific Airmotive Corporation (PAC) operated the Jet Engine Test Cell Facility on the property located at 3003 North Hollywood Way as a component of a Main Facility located across the street at 2940 and 2960 North Hollywood Way and 2777 Ontario Street.[7] Specifically, the Jet Engine Test Cell Facility is 0.69 acres and was used for aircraft engine testing, maintenance, and repair; jet engine overhaul for commercial and military aircraft; reworking and retooling of worn engine parts; and jet engine testing from 1947 through 1996.[8] All of the PAC buildings were demolished in 2013.

The project site, which includes the 61-acre portion of the Lockheed Plant B6 larger property and the 0.69-acre PAC Jet Engine Test Cell Facility, has undergone numerous environmental investigations and remediation under the direction and oversight of the LARWQCB and the USEPA .[9] The project site is located within the San Fernando Valley Groundwater Basin, which has been designated by USEPA as a Federal Superfund Site due to groundwater contamination

4 Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

5 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.

6 Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

7 Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

8 Ibid.

9 Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

associated with the historical industrial land uses. The areas of groundwater contamination, designated as "Operable Units," contain chemicals such as volatile organic compounds (VOCs) and other hazardous chemicals; the project site lies within the Burbank Operable Unit .[10]

In 1992, a Cleanup and Abatement Order was issued to three responsible parties that formerly owned and/or operated businesses at the PAC Facility, including the Jet Engine Test Cell Facility, which included Lockheed, American Real Estate Holding Limit Partnership, and PAC. Since the Main Facility was used as an aircraft parts fabrication operation including the storage and use of chlorinated solvents in degreasers, machining, and plating operations, most of the contaminated materials associated with the Cleanup and Abatement Order has been discovered at the Main Facility; soil remediation and groundwater monitoring are currently being completed at this property across the street. However, since the project site and the adjacent property, which supported the Main Facility, were used for the same type of industrial uses, the project site is also undergoing soil and groundwater investigations.[11]

Since the early-1990s, the site has been investigated by the LARWQCB under its Well Investigation Program (WIP) as part of the San Fernando Valley Groundwater Basin Superfund Site. Over the last 15 years, a number of investigations have been completed at the project site including the collection and analyses of soil, soil gas, and groundwater samples. Remediation work at the project site has been completed under the direction and oversight of the LARWQCB and USEPA.[12] An NFA was received from the LARWQCB in 2003 indicating no further requirements for soil investigation, specifically for chromium, on the project site.

Beginning in the 2000s, groundwater samples from drinking water wells in the San Fernando Groundwater Basin began detecting emergent chemicals, including hexavalent chromium, 1,4-dioxane, and others. In 2013, the LARWQCB issued a letter to Lockheed requesting that soil sampling be completed in selected areas of the site for hexavalent chromium. Tetra Tech subsequently completed the work requested by the LARWQCB and presented its results in a report dated December 2014. Laboratory results indicated no detectable to low concentrations of hexavalent chromium in soil samples analyzed. Based on these results, Tetra Tech concluded that these AOCs did not pose a significant source of hexavalent chromium to groundwater. The LARWQCB concurred with these conclusions in a letter dated August 4, 2015. However, because other off-site AOCs still need further evaluation, the LARWQCB has not issued an NFA letter for the site related to groundwater. This case is considered open with the LARWQCB.[13]

3.5 Project Objectives

Section 15124(b) of the *State CEQA Guidelines* states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that

10 Ibid.

11 Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

12 Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

13 Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

"the statement of objectives should include the underlying purpose of the project." The underlying purpose of the proposed project is to develop a mixed-use development including creative office, retail, hotel, and creative industrial land uses. The proposed project also includes on-site transit connectivity, parking, and street improvements, including extending Tulare Avenue and North Kenwood Street.

As set forth by the *State CEQA Guidelines*, the list of objectives that the project applicant and the City of Burbank (City) seek to achieve for the proposed project is provided below:

- Redevelop underutilized land into a mixed use campus that creates the following:
  - Economic development within the City;
  - New employment opportunities, both short and long term, within the City;
  - A creative office campus with an interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
  - High quality creative industrial buildings to service various industries including manufacturing, assembly, technology, entertainment, and distribution; and
  - A 166-room hotel development site
- Provide retail amenities to serve the project and surrounding businesses.
- Construct onsite bicycle and pedestrian facilities to encourage walking and cycling through and around the project site.
- Place the property in the Los Angeles County tax rolls and generate long-term sustainable property tax revenue for the City of Burbank.
- Provide connectivity from the Metrolink station to the Airport and the mixed-use campus.
- Supporting the ongoing operation of the Metrolink station.
- Provide 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
- Improve and extend surrounding streets segments (Hollywood Way/Tulare and Tulare and Kenwood, Cohasset, and North San Fernando). The extensions of Tulare and Kenwood will be public streets.
- Improve and widen sidewalks around the project site as well as improve bicycle infrastructure along Hollywood Way in order to promote alternative modes of transportation.
- Implement Green Streets for the new streets and sidewalks.
- Provide additional tax revenue for the City from Transient Occupancy Tax.
- Expand the tree canopy and reducing the heat island effect by planting new trees on the project and in the public right-of-way.

3.6 Project Components

The proposed project is a mixed-use development consisting of creative offices, creative industrial, retail, and a hotel. **Table 3-2**, *Proposed Uses and Building Square Footage*, summarizes the proposed uses and building square footages included in the project.

The proposed mixed-use project consists of a creative office component, retail uses, a hotel, and creative industrial offices. The proposed project may, in the future, include transit connectivity to the new Antelope Valley Metrolink station. The proposed extension of Tulare Avenue may include a future connection to the Airport frontage road. Additionally, the proposed project would also include bike and walking paths that connect the creative industrial, hotel, and creative office to the on-site retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Sixty parking spaces would be designated to the future Metrolink station. The project sponsor has also agreed to participate or create a transportation demand management plan. The proposed project would also include the construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way. **Figure 3-3**, *Conceptual Site Plan*, depicts the proposed project's conceptual site plan.

TABLE 3-2
PROPOSED USES AND BUILDING SQUARE FOOTAGE

Use	Area Square Footage*
Creative Industrial Component	1,014,887 sf
Building #1	138,258 sf
Building #2	183,935 sf
Building #3	161,424 sf
Building #4	282,466 sf
Building #5	93,582 sf
Building #6	155,222 sf
Creative Office Component	142,250 sf
Building #1	14,250 sf
Building #2	22,500 sf
Building #3	14,250 sf
Building #4	18,750 sf
Building #5	18,750 sf
Building #6	14,250 sf
Building #7	16,500 sf
Building #8	6,500 sf
Building #9	16,500 sf
Retail Component	15,475 sf
Building #1	6,300 sf
Building #2	9,175 sf
Hotel Component	101,230 sf

NOTE:
*Square Footages are approximate and conceptual
Area sf = Total Gross Square Footage
SOURCE: Overton Moore Properties 2017.

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SOURCE: Avion Burbank

Avion Burbank Project

Figure 3-3
Conceptual Site Plan

ESA

3.6.1 Office Buildings

The office component would consist of nine two-story buildings, representing 142,250 square feet (sf), with each building ranging between 6,500-22,500 sf. The conceptual design for the creative office spaces would incorporate the past aviation history of the project site with an architecturally distinctive design that is clean and modern. The distinctive architectural design of the buildings would be reinforced in the building amenities, which would include two-story atrium lobbies, open truss/ceilings, extensive natural light, open and efficient floor plans, clear story glass on the second floor, concrete floors, roll-up doors to exterior meeting areas and operable windows. The creative office building component of the proposed project would be designed as office condominium units for lease or sale and would provide tenants the opportunity to design their interior space specific to their needs and aesthetic style. With the exception of the smallest (6,500 sf) building, all of the office condo buildings would be divisible to two units. The landscaped exterior public area within the buildings would be designed to be accommodate conversation areas, casual meeting and dining areas, exterior seating, and private patios for each of the office condos.

3.6.2 Retail Center

The proposed retail center component of the project would provide a total of 15,475 sf between two retail buildings, 9,175 sf and 6,300 sf, respectively. The two retail buildings would be divisible down to 1,500 sf spaces, and would accommodate business service, retail, and food and beverage tenants. The architectural design of the retail component would be complementary to the creative office buildings, with unique building shapes, tactile materials, and ample shaded dining patios. As shown on Figure 3-3, the retail component would be located on North Hollywood Way and would serve people visiting the project as well as passing commuters, as the retail component would be visible to the surrounding roadways.

3.6.3 Hotel

The proposed project would also include a six-story, 166-room hotel, which would be a maximum of 69 feet tall. The proposed hotel would be similar to a nationally branded upscale hotel. Proposed amenities would include a restaurant, meeting facilities, swimming pool, fitness center, business center, and lounge area. The proposed hotel would service the Airport, business, and tourist industry and would be located adjacent to the Metrolink stop to allow for convenient access to alternative transportation.

3.6.4 Industrial Buildings

The proposed project includes six industrial buildings totaling 1,014,887 sf. The building sizes range from approximately 93,500 to 282,500 sf and would be divisible down to approximately 27,200 sf. The proposed industrial buildings would provide large expansive spaces that could accommodate different types of businesses and operations, which would allow for flexibility in the types of tenants that could use the creative industrial buildings. Similar to the office buildings and retail center components, the creative industrial buildings would also be designed to incorporate aspects of the aviation history of the project site with a modern, clean architectural

style. Two-story lanterns of glass would accentuate the office corners of the facility, creating a play of solid and void in the massing of the 40-foot-tall facilities. Clear stories of glazing would be installed high on the concrete tilt up panels between the transparent corners providing natural light deep into the building footprint. Metal panel elements would be used as accents in a similar way the creative office buildings and multi-colored paint compositions would be used to break down the scale of the concrete tilt up walls. The office areas would also have an operable garage door that would open to a private patio. Setbacks with landscaping along Hollywood Way and Tulare Avenue would provide a consistent visual theme for the project with setbacks ranging from 15 to 40 feet. The creative industrial buildings would be approximately 40 feet tall to the top of the parapet and would include large truck dock yards to allow for interior maneuverability within the truck courts.

3.6.5 Landscaping

The landscape concept for the proposed project incorporates aspects from the surrounding natural landscape of foothills, canyons, and valley floor, as well as aviation references from the adjacent Airport and former uses of the project site. Enhanced paving and plant containers would define exterior spaces for dining and outdoor seating around the retail center, **Figure 3-4,** *Conceptual Landscape Design*, depicts the project's illustrative landscape plan. The creative office buildings include perimeter paths leading to a central common area. The central common area would be at a lower grade than the surrounding areas representing the steppes down to the valley floor. The plant species and hardscape materials used would reflect these different landscape characteristics. The "foothills" areas would include shaded conversation areas, private patios, and communal tables with landscape consisting of large shade trees and ornamental grasses. The "canyon" areas would feature broad steps that could double as casual seating, a decomposed granite floor, sedimentary walls, boulders, and sycamore trees. The "valley floor" areas would have an open feel with oak trees and a double-sided fireplace, volleyball court, and an open lawn. The main access to the project would be located at the southwest corner of Tulare Avenue and Hollywood Way and would feature an art element and mounted signage.

The conceptual landscape plant palette consists of drought tolerant, native, and adaptive materials. Plants would be grouped according to their water requirements into distinct hydrozones. The landscape design would focus on sustainability with an emphasis on drought-tolerant, long-lived plant material. Eighty percent or more of the plants would have either a low or very low water requirement based upon the current Water Use Classification of Landscaped Species list and would be required to conform to current State Maximum Water Efficiency Landscape Ordinance requirements. The project would plant approximately 919 trees within the parking lot, which would provide shading for over 50 percent of the parking areas within 15 years.

LEGEND

1. 6' WIDE PEDESTRIAN / BIKE PATH
2. COMMUNAL TABLE WITH SHADE COVER
3. TWO-SIDED FIREPLACE
   - BUILT-IN CUSHIONED SEATING
   - 30" HIGH BOARD FORM CONCRETE PERIMETER WALL
   - METAL AND WOOD TRELLIS
   - ENHANCED PAVING
4. EXTERIOR STAIR
5. CANYON WALK
   - SLOPING WALK TO TAKE UP GRADE BREAK
   - ORNAMENTAL GRASSES AND CALIFORNIA SYCAMORE GROVE
6. SWITCHBACK RAMPS AT WALK IN CANYON
7. CONVERSATION AREAS
   - 30" HIGH BOARD FORM CONCRETE PERIMETER WALLS
   - BUILT-IN SEATING
   - METAL AND WOOD TRELLIS
8. PRIVATE TENANT PATIOS

   STAGGERED WALKS AT PASEOS WITH SMALL TREES AND LOW PATH LIGHTING
10. PEDESTRIAN CROSSING - STREETPRINT
11. RETAIL OUTDOOR DINING PATIO
    - 36" HIGH BOARD FORM CONCRETE WALLS / METAL RAILING
    - VARIED SEATING
    - TRELLIS STRUCTURE
    - ACCENT STRING LIGHTING
12. RETAIL PLAZA
    - TABLES, CHAIRS AND UMBRELLAS
    - ENHANCED PAVING
    - ACCENT PLANT CONTAINERS
    - GRAND STAIR
    - ACCESSIBLE RAMP
13. SCREENING ELEMENT @ SERVICE ENTRIES

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SOURCE: Ridge Landscape Architects, 2017

Avion Burbank Project

Figure 3-4
Conceptual Landscape Design

ESA

3.6.6 Operational Water Demand

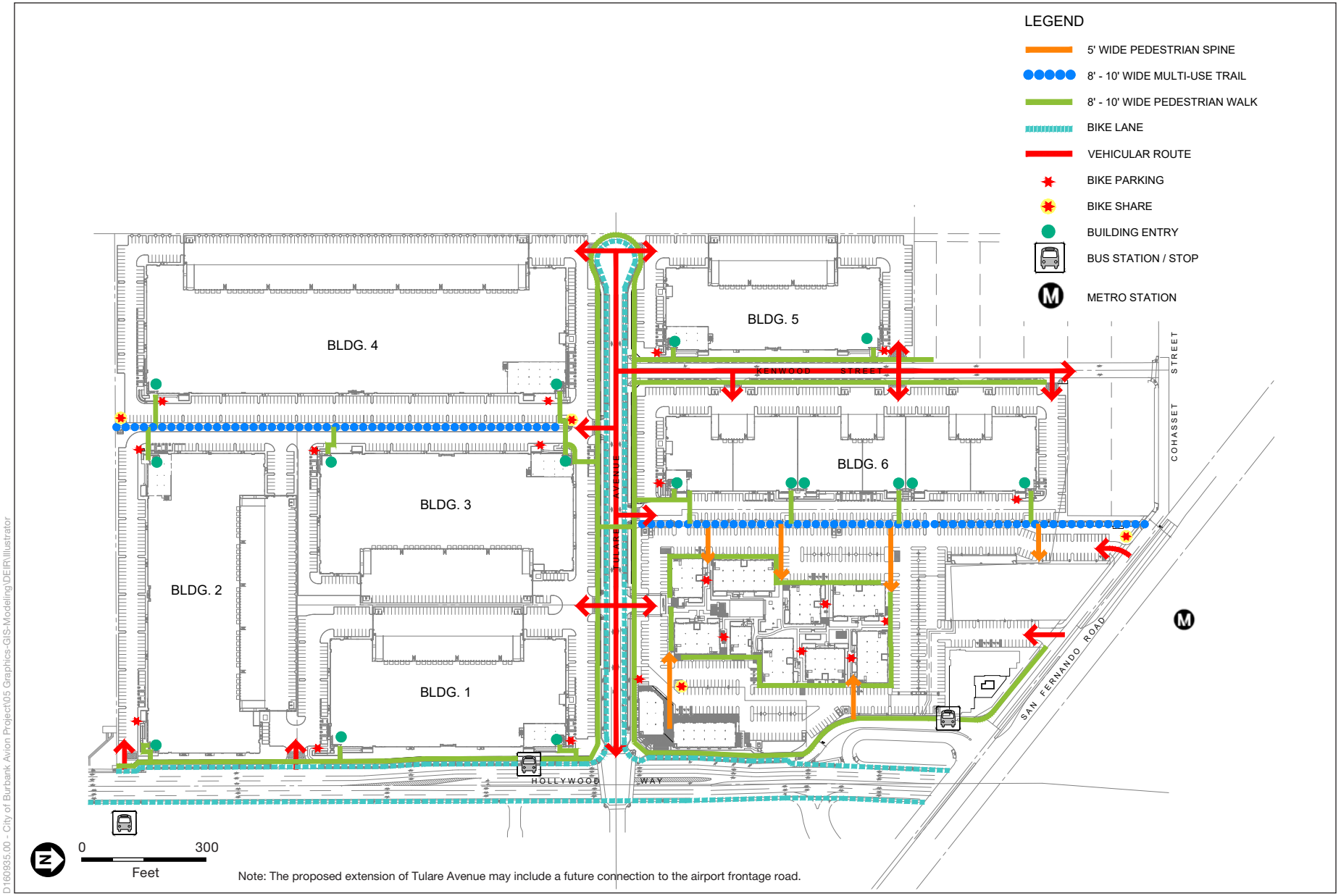
The project would require approximately 174 acre-feet per year (AFY) of potable water for indoor use and 12 AFY of recycled water for landscaping and air conditioning cooling towers. The project applicant shall be responsible for the installation cost of a new 12-inch potable water main in the newly dedicated Tulare Avenue (from Hollywood Way to the cul-de-sac) and in Kenwood Street (from Cohasset Street to dedicated Tulare Avenue). The project applicant is also responsible for the installation of an 8-inch recycled water main on the dedicated Tulare Avenue from Hollywood Way to the cul-de-sac.

3.6.7 Access and Circulation

Figure 3-5, *Proposed Circulation Network*, shows the proposed circulation network for the project. The circulation plan for the proposed project includes 15 access points along the surrounding roadways, with the main access point located at the southwest corner of Tulare Avenue and Hollywood Way. The circulation plan proposed for the project includes the construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would be extended to Cohasset Street and Tulare Avenue would be extended to Hollywood Way. Hollywood Way would be widened to allow for the construction of deceleration/acceleration lanes. North San Fernando Boulevard would be extended by one lane to allow for access to North Hollywood Way. The project would provide two bus stops, one each along North Hollywood Way and North San Fernando Boulevard.

Internal circulation would be provided via North Kenwood Street and Tulare Avenue. The project site's eastern and southern boundary would be secured by an 8-foot chain-link fence, and a portion of its eastern boundary would be sectioned off by a retaining wall.

At this time, the Hollywood-Burbank Airport replacement terminal is approved. If the terminal is constructed, Tulare Avenue could connect to the future Airport loop road and terminal. Interior circulation also includes access and connection to the Burbank Airport-North Metrolink Station at the north property line via a walkway and bike path. A 10-foot-wide multi-use trail would be provided between industrial buildings 2, 3, and 4 and between creative industrial building 6 and the creative office campus extending to North San Fernando Boulevard (refer to Figure 3-4). The multi-use trail would also have outdoor seating adjacent to the trail. The project would have campus WiFi throughout the project site. On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project would also have four bike share stations to promote project mobility. Further, the project site would be designed to provide for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle and tractor trailer travel throughout the project site.



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SOURCE: Gensler, 2018

Avion Burbank Project

Figure 3-5
Proposed Circulation Network

ESA

3.6.8 Parking

Parking for the proposed project would be provided on site via surface parking lots located adjacent to the proposed industrial, creative office, retail and hotel buildings. A shared parking demand analysis was conducted for the creative office, retail center, and hotel portions of the project. Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. Shared parking works based upon variations in the peak demand for each use and the relationship among land use activities that are complimentary. Based upon a total of 1,014,887 sf of industrial, 142,250 sf of creative office, 15,475 sf of retail and 101,230 sf of hotel floor area, 1,760 parking spaces are required. The project would provide 2,094 parking spaces, which exceeds the City's parking requirements. In addition, as an added public benefit, the project would provide 60 parking stalls to the dedicated use of the Burbank Airport-North Metrolink Station.

3.6.9 Stormwater Control

The project would include construction of multiple stormwater drainage facilities. Storm drains would be installed throughout the project site running from north to south and along the southern boundary of the project site from east to west. The project would include catch basins and modular wetlands. Catch basins are inlets to a storm drain system that capture sediment, debris, and associated pollutants. Modular wetlands provide an advanced pre-treatment chamber that that removes hydrocarbons and sediment prior to entering the wetland's biofiltration chamber.

3.7 Project Construction

The proposed project would be constructed in two phases beginning in 2018 and is anticipated to be completed by the end of 2020. All construction activities would occur during daytime hours, specifically 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. through 5:00 p.m. Saturday. Typical construction equipment is anticipated to be required, such as cranes, trenchers, excavators, pavers, backhoes, graders, off-highway trucks, concrete trucks, and bore/drill rigs. It is anticipated that approximately 286 construction workers would be required for construction of the project.

Phase I of construction would begin with the demolition and removal of existing impervious surfaces, such as the surface parking lots, which would be recycled and left on site, and would require some of the existing subsurface facilities to be abandoned and capped at the property line. Existing on-site substructures that are to remain would be identified and avoided during grading and construction activities, such as trenching for drainage and underground utilities, especially the City's sewer main within the northern portion of the project site. It is anticipated that soil would be balanced on site for grading and earthwork activities. The remainder of construction during Phase I would construct the building pads and structures and apply the architectural coating for the proposed creative industrial, creative office, and retail uses. Finally, Phase I of the project would be completed with paving and landscaping. Phase I of construction is anticipated to occur from December 2018 through April 2020. Approximately 4,987 total truck trips are anticipated for Phase I, with an average daily total of 34 truck trips, with an additional 9 daily truck trips during paving activities.

Construction activities associated with the off-site improvements to Hollywood Way, existing North Kenwood Street, Cohasset Street, North San Fernando Boulevard, and the exit to Hollywood Way would include grinding and overlay while new streets would be constructed for the extension of Tulare Avenue and North Kenwood Street. More specifically, a small segment (approximately 650 feet in length) of North San Fernando Boulevard, which is located immediately north and adjacent to the project area, would be widened by 15 feet following a south-southwest direction and would extend into the project area.

Phase II of construction would be solely focus on the construction of the hotel, including the installation of underground utilities and drainage system, construction of the building pad and structure, application of the architectural coating, paving, and landscaping. Phase II of construction is anticipated to occur from September 2018 through August 2020. Approximately 485 total truck trips are anticipated for Phase II, with an average daily total of 5 truck trips, with an additional truck required during paving activities.

3.8 Discretionary Actions

Actions and approvals required from the City in association with the proposed project include:

- Approval of a *Burbank2035 General Plan* Amendment to amend the land use designation from Airport for the 18-acre portion of the project site to Golden State Commercial/Industrial land use designation
- Approval of a Planned Development and Zone Map amendment to change the zone from M-2 and AP to "Planned Development" (PD)
- Approval of a Development Agreement between the City and the project applicant
- Approval of a Development Review for the warehouse, office, and retail/restaurant buildings
- Approval of a Tentative Tract Map
- Approval of associated building and engineering permits

Burbank Municipal Code Section 10-1-19121 specifies that approval of a Planned Development shall cause the Zone Map to be changed to reflect the PD designation; therefore, the current M-2 and AP zone designations would be changed to Planned Development (PD) after approval by the City Council. In addition, the allowable permitted uses and the various development standards shall be as specified in the Planned Development and Development Agreement.

Actions and approvals that may be required from other agencies for the proposed project include:

- State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP)
- Recommendation from the Los Angeles County Airport Land Use Commission
- LARWQCB – NPDES and SWPPP
- Hollywood-Burbank Airport Authority –consistency with the Airport Land Use Plan

CHAPTER 4
Environmental Analysis

4.0.1 Introduction

This chapter describes the structure and format of the analysis provided for each of the 14 environmental issues addressed herein, defines the terminology used in characterizing the level of significance for each impact, and describes the methodology related to the cumulative analysis.

The Initial Study (Appendix A of this Draft EIR) determined that agricultural and forestry resources, biological resources, mineral resources, and some specific issues related to aesthetics would be less than significant and not addressed further within this Draft EIR. Additional details regarding the analyses scoped out of the Draft EIR can be found in Appendix A of this Draft EIR.

The following impact areas are discussed in this EIR:

- Air Quality
- Aesthetics
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Transportation and Traffic
- Tribal Cultural Resources
- Utility Services
- Energy and Wind Effects

The analysis of each environmental issue includes the following components:

Section Summary: Identifies the key points and findings of the analysis of the environmental resource being addressed.

Introduction: Provides an introduction to the environmental issue analysis and notes other related issues, if applicable.

Environmental Setting: Describes the existing physical conditions (also referred to as the "baseline") with regard to the environmental resource area reviewed within and in the vicinity of the project site. Each environmental topic provides a description of the baseline physical conditions by which the City, as Lead Agency, determines whether an impact is significant (additional details regarding baseline may also be provided in the individual impact assessments).

Regulatory Setting: Describes the federal, state, regional, and local laws and regulations that will shape the way development occurs on the project site.

Impact Assessment Methodology: Identifies how impacts on an environmental issue were determined.

Thresholds of Significance: Presents the criteria against which the significance of impacts is determined.

Impact Determination: Presents the determination made for each threshold of significance (using terms detailed below, under Section 4.0.2).

Mitigation Measures: Presents proposed mitigation to reduce significant impacts.

Cumulative Impacts: Addresses the potential for an impact to be created as a result of the combination of the proposed project evaluated in the Draft EIR together with other past, present, or reasonably foreseeable future projects causing related impacts (refer to detailed discussion below, Section 4.0.3, regarding the cumulative analysis in this Draft EIR).

Summary of Impact Determinations: Summarizes the conclusions of the impacts analysis associated with each threshold of significance.

Summary of Mitigation Measures: Summarizes the feasible mitigation measures, if applicable, that are proposed to reduce an impact.

Significant Unavoidable Impacts: Identifies significant unavoidable or residual impacts, if any, to an environmental issue that would cause a substantial adverse effect on the environmental and could not be reduced to less than significant level through any feasible mitigation measure(s).

The environmental impacts of the alternatives identified in the EIR are discussed in Chapter 5, *Alternatives*.

Environmental Setting/Baseline

The "Environmental Setting" subsections describe current conditions with regard to the environmental resource area reviewed. *California Environmental Quality Act (CEQA) Guidelines* Section 15125 states:

> *An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives.*

The Notice of Preparation (NOP) was published in June 2017.

The *State CEQA Guidelines* and case law recognize that the date for establishing an environmental baseline cannot be rigid (see *State CEQA Guidelines* Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. This information is considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of periods. The baseline conditions relevant to the resource areas being analyzed are described within each resource area section.

Thresholds of Significance/Significance Criteria

State CEQA Guidelines Section 15382 defines a significant effect on the environment 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. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.*

The "Significance Criteria" subsections provide thresholds of significance by which impacts are judged to be significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of a given environmental effect may be determined. Exceedance of a threshold of significance normally means the effect will be determined to be significant (*State CEQA Guidelines* Section 15064.7(a)). However, an ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting (*State CEQA Guidelines* Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as "significant," depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the *State CEQA Guidelines*.

4.0.2 Terminology Used in This Environmental Analysis

When evaluating the impacts of the proposed project and project alternatives, the level of significance is determined by applying the threshold of significance (significance criteria) presented for each resource evaluation area. The following terms are used to describe each type of impact:

No Impact: No adverse impact on the environment would occur, and mitigation is not required.

Less than Significant Impact: The impact does not reach or exceed the defined threshold of significance.

Less than Significant Impact with Mitigation: The impact reaches or exceeds the defined threshold of significance and mitigation is therefore required. Feasible mitigation measures, when implemented, will reduce the significant impact to a less than significant level.

Significant and Unavoidable Impact: The impact reaches or exceeds the defined threshold of significance. However, application of feasible mitigation measures would not reduce the impact to a less than significant level.

Mitigation: Mitigation refers to feasible measures that would be implemented to avoid or lessen potentially significant impacts. Mitigation may include:

- Avoiding the impact completely by not taking a certain action or parts of an action;
- Minimizing the impact by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and/or
- Compensating for the impact by replacing or providing substitute resources or environments.

The mitigation measures would be proposed as a conditions of project approval and would be monitored to ensure compliance and implementation.

Residual Impacts: This is the level of impact after the implementation of mitigation measures.

4.0.3 Cumulative Impacts

Overview of CEQA Requirements for Cumulative Impacts Analysis

The California Environmental Quality Act (CEQA) requires that EIRs discuss cumulative impacts, in addition to project-specific impacts. Pursuant to Section 15130(b) of the *State CEQA Guidelines*, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the proposed project alone.

Approach to Identifying Cumulative Projects

Section 15130(b) of the *State CEQA Guidelines* presents two approaches for analyzing cumulative impacts:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

(B) A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative impact.

The cumulative impacts analysis completed for the proposed project is based primarily on the list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

The cumulative list is provided below in **Table 4-1**, *Cumulative Project List*, and the locations of cumulative projects are depicted in **Figure 4.0**, *Cumulative Projects*.

TABLE 4-1
CUMULATIVE PROJECT LIST

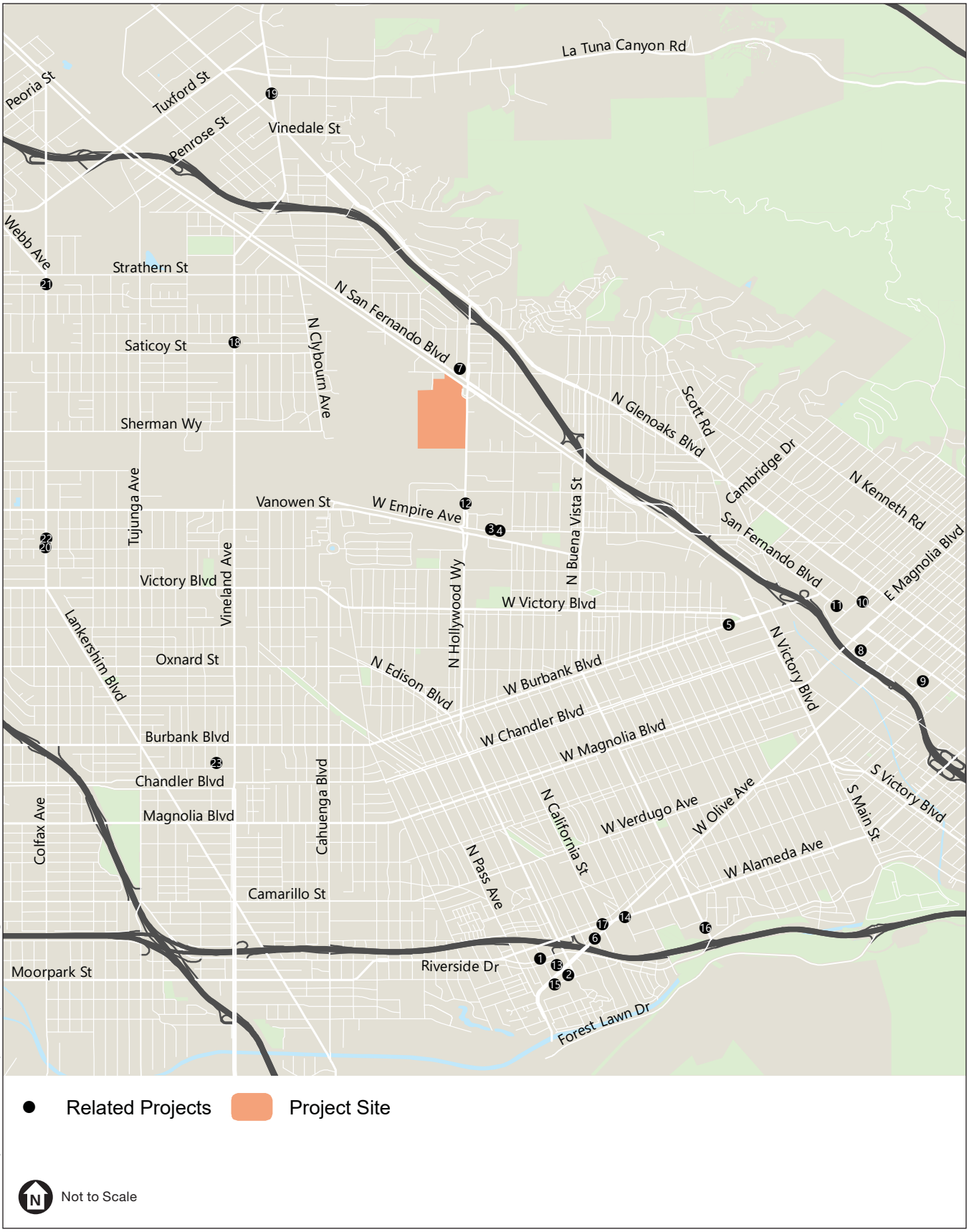
	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Units	Status
City of Burbank Development Projects						
1	Mixed-Use Project 3901 Riverside Drive Riverside Drive & North Kenwood Street (Media District)	Retail	Shopping Center - 820	3.0	KSF	Entitled
		Restaurant	Quality Restaurant - 931	4.6	KSF	
		Residential [b]	Apartment - 220	4	DU	
2	Mixed-Use Project 3805 Olive Avenue	Restaurant	Quality Restaurant - 931	14.6	KSF	Entitled
		Coffee Shop	Fast-Food w/out DriveThrough - 933, SANDAG	1.8	KSF	
3	Media Studios North Original Remaining Entitlement 3333 Empire Avenue	General Office	General Office - 710	162.0	KSF	Entitled
4	Media Studios North Expanded Entitlement 3333 Empire Avenue	General Office	General Office - 710	73.0	KSF	Entitled
5	Mixed-Use Project 1112 West Burbank Blvd	Medical-Dental Office	Medical-Dental Office - 720	2.5	KSF	Under Construction
		General Office	General Office - 710	11.3	KSF	
		Retail	Specialty Retail - SANDAG	4.2	KSF	
		Less Pass-by	10%			
6	Talaria (Mixed-Use) 3401 West Olive Avenue	Whole Foods	Supermarket - 850	43.0	KSF	Under Construction
		Luxury Apartments [b]	Mid-Rise Apartments - 223 [b]	241	DU	
7	Metrolink Station - Bob Hope Airport Hollywood Way and Cohasset	Metrolink Station	Custom	n/a	n/a	Under Construction
8	First Street Village Mixed Use Project Area bounded by First, Magnolia, I-5, and alley south of Palm	Residential [b]	Apartment - 220 [b]	275	DU	Approved
		Restaurant	High Turnover Sit Down Restaurant	9.3	KSF	
		Retail	Shopping Center - 820	12.0	KSF	
9A	Premiere at First Street - First, Tujunga, San Fernando, Verdugo, Phase I	High-Rise Condo [b]	Traffic Study Trip Generation [b]	154	DU	Undergoing Environmental Review
		Retail	Traffic Study Trip Generation	10.6	KSF	
9B	Phase IIB [c]	General Office	Traffic Study Trip Generation	158.0	KSF	
		Retail	Traffic Study Trip Generation	14.1	KSF	

	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Units	Status
10	AC Hotel Project 550 N Third Street	Hotel	Hotel - 310	196	Rooms	Approved October 2017
11 [d]	Burbank Town Center Redevelopment 600 N San Fernando Blvd Area bounded by First, Magnolia, Burbank, and Third	Apartments [b]	Apartment - 220 [b]	1,162	DU	Undergoing Environmental Review
		Condominiums [b]	Apartment - 220 [b]	70	DU	
		Retail/Restaurant	High Turnover Sit Down Restaurant - 932	37.4	KSF	
		Hotel	Hotel - 310	200	Rooms	
		Restaurant	High Turnover Sit Down Restaurant - 932	10.0	KSF	
12 [d]	Airport Hotels - 2500 N Hollywood Way, Phase I	Hotel	Hotel - 310	200	Rooms	Development Application Received [d]
	Phase IIA [d]	Hotel	Hotel - 310	216	Rooms	
	Phase IIB [d]	General Office	General Office - 710	120	KSF	
13	115 N Screenland Drive	Apartments [b]	Apartment - 220 [b]	40	Rooms	Approved
		Retail	Shopping Center - 820	3.730	KSF	
Studio Master Plans						
14	The Burbank Studios (formerly NBC) - 3000 W Alameda Ave					
	Phase II (assume Ph. II OE of 329,098)		Traffic Study Trip Generation	289.431	KSF	Entitled
	Main Studio Lot Remaining Entitlement	General Office [e]	Traffic Study Trip Generation	670.812	KSF	Entitled
15	Warner Brothers - 4000 Warner Blvd					
	Main Campus	General Office [e]	Traffic Study Trip Generation	2,017.786	KSF	Entitled
	Ranch	General Office [e]	Traffic Study Trip Generation	782.648	KSF	Entitled
16	Disney - 500 S. Buena Vista St. Remaining Entitlement	General Office [e]	Traffic Study Trip Generation	665.344	KSF	Entitled
Other Special Generators						
17	Bob Hope Center Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General Office	Traffic Study Trip Generation	109.470	KSF	Entitled

	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Units	Status
City of Los Angeles Development Projects						
18	7634 Vineland Avenue Mixed Use Project	Retail		11	KSF	
		Office		11.950	KSF	
		Single Family Residential		(4)	DU	
19	Sun Valley Ministries Mixed Use 9000 Sunland Boulevard	School		150	Seats	
		Retail		2	KSF	
		Office		15.4	KSF	
		Single Family Homes		0	DU	
		Other		3.6		
20	6605 Lankershim Boulevard Mixed Use	Apartments		140.0	DU	
		Retail		16.1	KSF	
21	7934 Lankershim Boulevard Shopping Center	Shopping Center		60.0	KSF	
22	Carl's Jr. 6601 Lankershim Boulevard	Retail		4	KSF	
		Fast Food with Drive-Through		2.723	KSF	
23	5513 Case Avenue Apartments	Apartments		90.000	DU	

Notes:
KSF = Thousand square feet; DU = Dwelling Units.

Source:
Unless noted, Trip Generation Rates were provided by the City of Burbank
[a] Weekend Mid-Day Peak Hour trip generation rates were determined based on the Saturday mid-day Peak Hour of the Generator from ITE 9th Edition Trip Generation Manual (2012).
[b] Weekend Mid-Day Peak Hour trip generation in-out splits were not available, applied High Rise Residential Condominium/Townhouse (ITE232) in-out splits
[c] Project would construct either Phase IIA or IIB. Trip generation assumes phase IIB with higher trip generation would be constructed
[d] Weekday Peak Hour trip generation rates were determined based on ITE 9th Edition Trip Generation Manual (2012).
[e] Size presented here is in terms of office equivalency gross square feet.



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SOURCE: Fehr & Peers, 2017

Avion Burbank Project

Figure 4.0-1
Cumulative Projects

ESA

4.1 Aesthetics

This section of the Draft EIR analyzes the aesthetics impacts that could occur with implementation of the proposed project. This section describes the visual context of the project site and vicinity and the overall visual character of the area. Aesthetics may be defined as visual qualities within a given field of view, and may include such considerations as size, shape, color, contextual and general composition and the relationships between these elements. The analysis relies on information contained in the Burbank 2035 General Plan, project site photographs, and illustrations of the proposed project provided by the project applicant, including the project site plan, and proposed building elevations. Key terms that are used to describe these views include:

- ***Visual character*** is the aggregate of the visible attributes of a scene or object, including natural (topography, water bodies, vegetation) and built (building height and form, types of infrastructure) features. In urban settings, the visual character is influenced primarily by the land use type and density, urban landscaping and design, topography, and background setting.
- ***Visual quality*** refers to how well the overall visual character of an area or a field of view meets viewer preferences for the natural and built environments. Views with high visual quality typically consist unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The focus of the visual quality analysis is on the loss of features with high visual quality or the introduction of contrasting features that could substantially degrade the visual character of the project area.

This section also addresses the potential lighting and glare impacts of the proposed project. The potential adverse environmental effects that could result from light and glare associated with the proposed project typically occur only under certain defined conditions.

- ***Light Trespass***, the spilling of artificial light from the project onto an adjacent property, can occur at any time, but adverse effects typically result only at night, when the relative contribution of the light trespass to the illumination[14] on adjacent properties can be substantial. (*Described in more detail below*).
- ***Glare*** is a visual effect that results when there is a large contrast in luminance between a relatively bright light source and a relatively dark background within the viewer's field of vision. If the visual contrast in the brightness of the light and the background is sufficiently high, glare results. (*Described in more detail below*).

4.1.1 Environmental Setting

Regional Setting

The proposed project is located in the northwestern portion of the City of Burbank (City). The northeastern edge of the City is bordered by the Verdugo Mountains, and the western edge of the

14 The natural illumination on open ground varies in intensity by many orders of magnitude, from roughly 10,000 footcandles (ftcd) for direct sunlight, to 100 ftcd on an overcast day, 1 ftcd at twilight, and 0.01 ftcd under a full moon. Outdoor artificial lighting is usually designed to illuminate sidewalks to less than 1 ftcd, parking lots to 2 ftcd, and street intersections to between 2 and 4 ftcd (primarily to lower the risk to pedestrians in those intersections). Thus, illumination from artificial lighting exceeds natural illumination only during the time after sunset and before sunrise.

City is located near the eastern part of the San Fernando Valley. The City is bisected by Interstate 5 (I-5), which is located approximately 0.50 mile northeast of the project site.

The project site and the surrounding area is generally flat and gently slopes (approximately 1 percent) to the southwest. The surrounding area is developed and contains some ornamental vegetation (e.g., a variety of deciduous trees, palm trees, grass, and flowering and non-flowering shrubs and bushes) incorporated in sidewalk, parking lot, and occasionally median landscaping.

Project Site Setting

The predominant character of development within the immediate vicinity of the project site is composed of industrial warehouses, multi-story office buildings, and larger commercial buildings. In general, the buildings have larger footprints and are approximately 30 feet tall. Most of the buildings are dispersed, surrounded by surface parking, and painted lighter colors (e.g., beige, light grey, white). The Hollywood-Burbank Airport is to the west and the south of the project site, with the existing terminal located approximately 0.25 mile to the south. However, the Hollywood-Burbank Airport is planning to reconstruct its terminal in a location that would be adjacent to the proposed project. The airport's runways and clear zones, comprise a generally open area that is outlined by industrial and commercial buildings. The two major roadways surrounding the project site are North San Fernando Boulevard to the north and North Hollywood Way to the east. North San Fernando Boulevard is a four-lane arterial lined with a sidewalk, utility poles, and cobrahead lights[15] to the south and railroad to the north. North Hollywood Way is a five-lane arterial with sidewalks on either side, lined with landscaping and street lighting. Traditional cobrahead lights are the most prevalent lighting features; however, there are sections of North Hollywood Way with decorative street lighting (such as in front of the three-story office building).

The project site is currently vacant and partially developed with asphalt surface parking lots and unpaved areas left after demolition of the former industrial/research campuses. **Figures 4.1-2** through **4.1-4** contain photos depicting the project site existing conditions from key public viewpoints surrounding the project site. **Figure 4.1-1,** *Photo Map*, illustrates the locations from which each photograph was taken.

Key Public Viewpoints

Key public viewpoints that would be altered by development of the project include: views looking south from North San Fernando Boulevard, views looking west from North Hollywood Boulevard, views looking northeast from West Empire Avenue, and views looking east from the airport and residences along Clybourn Avenue.

15 A cobrahead light is a common name for a mercury vapor or sodium vapor luminaire in which the ballast and electronic components are contained in a body that is shaped roughly like a head of a cobra.

SOURCE: Google Earth Pro, basemap; ESA, 2018

Avion Burbank Project

Figure 4.1-1
Viewpoint Locations

ESA

Viewpoint 1

Viewpoint 2

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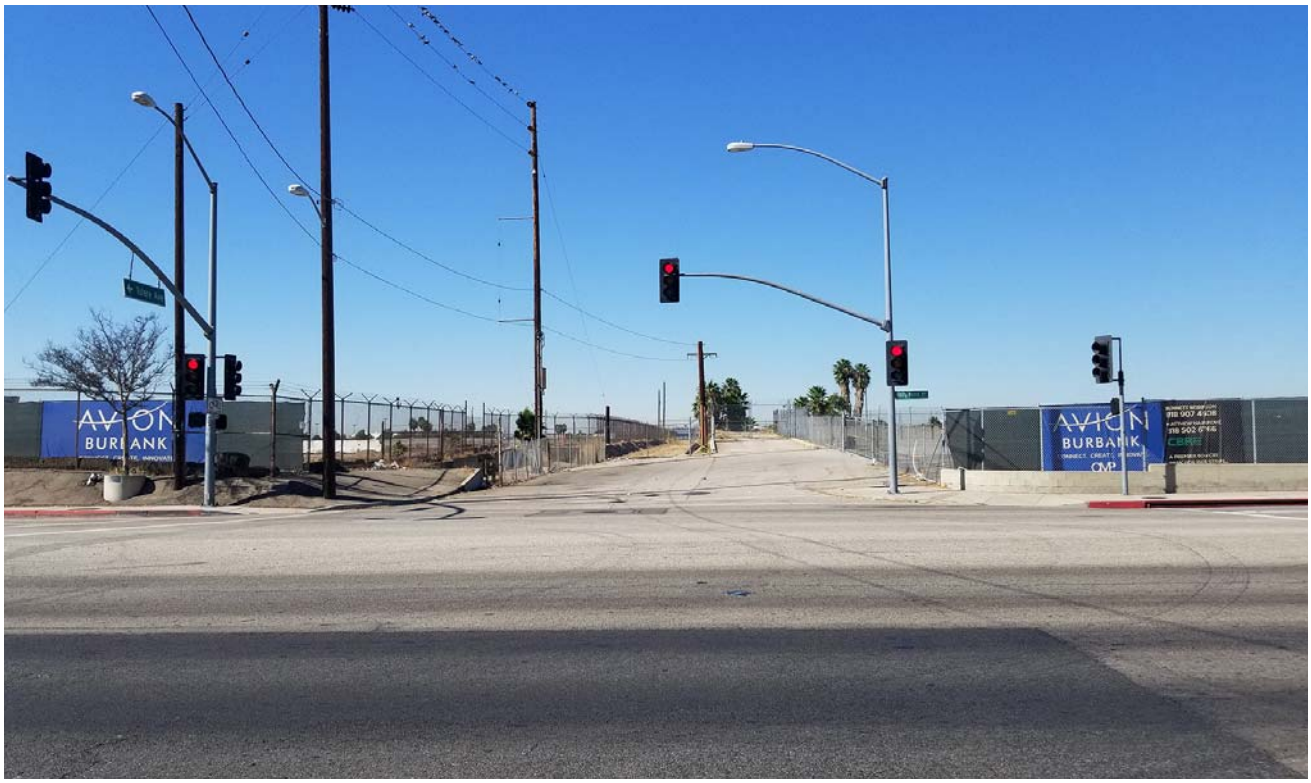
SOURCE: ESA, 2018

Avion Burbank Project

Figure 4.1-2
Viewpoints 1 and 2

ESA



Viewpoint 3

Viewpoint 4

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SOURCE: ESA, 2018

Avion Burbank Project

Figure 4.1-3
Viewpoints 3 and 4

ESA

Viewpoint 5

Viewpoint 6

SOURCE: ESA, 2018

Avion Burbank Project

Figure 4.1-4
Viewpoints 5 and 6

- **Viewpoint #1: Looking south from North San Fernando Boulevard:** A view of the project site and surrounding area is provided to motorists and pedestrians traveling northbound and southbound along North San Fernando Boulevard right before the intersection of North Hollywood Way. This area is visible to motorists and pedestrians due to a space between buildings and a lack of buildings right before the intersection. Views of the project site from North San Fernando Boulevard are obstructed by a screened chain-link fence and sidewalk landscaping (bushes and street trees). Existing views from this viewpoint are characterized by the utility poles, sparse landscaping trees, and commercial/industrial buildings. View of the undeveloped Santa Monica Mountains are currently obstructed by existing development and are slightly visible in between buildings.
- **Viewpoint #2: Looking west from North Hollywood Boulevard:** A view of the project site and surrounding area is provided to motorists and pedestrians traveling northbound and southbound along North Hollywood Boulevard. There are no building obstructions along the length of the project boundary. Views of the project site from North Hollywood Boulevard are obstructed by a screened chain-link fence and sidewalk landscaping (bushes and street trees). Existing views from this viewpoint are characterized by the vacant project site, the airport, and utility poles.
- **Viewpoint #3: Looking Northeast from West Empire Avenue:** A view of the project site and surrounding area is provided to motorists traveling westbound on West Empire Avenue. The Hollywood-Burbank Airport terminals obstruct the direct views of the project site along a segment of West Empire Avenue. Once motorists pass the terminals there are direct views of the project site. Existing views from the viewpoint are characterized by the existing terminals, runways, planes, control tower, utility poles and landscaping bushes and trees. The Verdugo Mountains are visible in the distance from this viewpoint.
- **Viewpoint #4: Looking East from the Airport and Residences along Clybourn Avenue:** This view is provided to motorists, pedestrians, and residences traveling along Clybourn Avenue. Existing views are characterized by commercial/industrial buildings, utility poles and lines, landscaping, including trees and bushes. The existing views of the project site are obstructed by the existing commercial and industrial buildings and trees. There are some areas between buildings where the project site can be clearly viewed.

Scenic vistas within the City include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource.

Light and Glare

The project area is within a developed and urbanized area where nighttime lighting is part of the built environment, which includes vehicle headlights, street lighting at intersections and along the streets, parking lot lighting, security lighting, building lighting, as well as various other sources of light from surrounding commercial, industrial, residential uses. There is no general area lighting along the airport runways and taxiways, and the marking lights and lights on directional signs are the main light sources there. Sources of glare in the project area are largely attributable to reflections from vehicles or building windows. Overall, lighting levels in the areas surrounding the project site are typical for the level of commercial, industrial, and residential development in the immediate vicinity. Lighting levels at the project site itself are lower than the surrounding

development, and are typical of vacant areas. The project site has limited existing general lighting.

4.1.2 Regulatory Setting

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

- The California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress. All exterior lighting will comply with the requirements of the California Building Code and California Electrical Code.
- The California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems[16] with the aim of reducing energy consumption through efficient and effective use of lighting equipment.
- The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CAL Green Code. Paragraph 5.1106.8, Light pollution reduction, requires that all non-residential outdoor lighting must comply with the following:
  - The minimum requirements in the California Energy Code for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code as noted above; and
  - Backlight, Uplight and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America's Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires identified as IESNA TM-15-07 Addendum A; and
  - Allowable Backlight, Uplight, and Glare ratings not exceeding those shown in Table A5.106.8 in Section 5.106.8[17] of the CAL Green Code[18]; or
  - Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Caltrans

The proposed project does not include improvements that are under the jurisdiction of Caltrans. However, Caltrans is a State agency that provides guidelines useful in evaluating potential glare from project light sources, including project site lighting and other light sources such as illuminated signs, that could be bright enough to result in glare in off-site areas and have adverse effects on driver safety. The Highway Design Manual provides guidelines for Caltrans projects

16 CAL Green 2016 Building Energy Efficiency Standards, pages 40,41.

17 Table 5.106.8, Footnote 2 defines the location of the Property Line for the purpose of evaluating compliance with the BUG ratings and provides that: "For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section."

18 Table A5.106.8 in Section 5.106.8 of the CAL Green Code.

and generally addresses landscaping, grading, and signage considerations. For glare effects on driver safety, the applicable regulation is California Vehicle Code, Division 11. Rules of the Road:

- Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers.
- Article 3. Offenses Relating to Traffic Devices [21450–21468] (Article 3 enacted by Stats. 1959, Ch. 3.), Section 21466.5. No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

  > "The brightness reading of an objectionable light source shall be measured with a 1.5-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal field of view shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot lamberts (fL) or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source."

Local

Burbank 2035 General Plan

The Burbank 2035 General Plan addresses aesthetics in the Land Use Element (Chapter 3) and Open Space and Conservation Element (Chapter 6). The Burbank 2035 General Plan states that the "architecture, design, and density of new development identify and characterize Burbank as a unique destination," and that "Burbank treasures its small-town character that gives residents a sense of belonging and community" (City of Burbank 2013). In the more urbanized areas of the City, it is the character of neighborhoods, architecture, vegetation, and landscaping that contribute to the overall visual character. The policies listed below apply to the proposed project.

> **Policy 3.4:** Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.
>
> **Policy 3.5:** Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.
>
> **Policy 3.11:** Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.
>
> **Policy 4.3:** Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.
>
> **Policy 4.9:** Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees**.**

Burbank Municipal Code, Title 10 Zoning Regulations, Chapter 1 Zoning

The City of Burbank Zoning Ordinance (Title 10) addresses the aesthetic considerations of development and sets development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The current Zoning Ordinance does not provide such development standards for the Airport Zone, but rather seeks to protect the airport from uses that might restrict or inhibit airport function. The following articles of the ordinance include requirements related to the project.

Article 10 (Sign and Advertising Structure Regulations)

Light trespass limits may be guided by local Municipal Code or would otherwise be required to conform to State of California building or energy codes. The City of Burbank Municipal Code, by adopting the 2016 California Building Code[19] and the California Energy Code, implicitly includes the same limits to light trespass illuminance as the State of California regulations.

The City specifically regulates project site lighting, providing minimum quantitative standards of illumination for certain land uses, and qualitative guidance to limit light trespass and glare from that lighting. The City also regulates signs that could be of the most concern with respect to creating glare or causing adverse visual effects for residents or drivers, by prohibiting:

A. Self-Illuminating and Electronic Signs. This includes signs, or portions thereof, where any light source, including but not limited to incandescent bulbs, neon tubes, or light emitting diodes constitute the sign text, image, and/or border. This type of sign includes, but is not limited to electronic message boards; television screens; plasma screens; digital screens; flat screens; light emitting diode screens; video boards; other types of electric and electronic display boards and screens; and holographic displays

B. Projected Signs. This includes signs that are formed by projecting the sign copy, image, text, and/or message into the sky or onto a surface, including but not limited to the ground or the side of a building

C. Animated Signs. This includes signs, or portions thereof, that blink, flash, or emit a varying intensity of color or light

D. Moving, Revolving of Rotating Signs. This includes signs, or portions thereof, having visible moving, revolving, or rotating parts, or visible movement of any kind, or giving the illusion of movement

The City provides qualitative guidance but does not specifically regulate the contribution that project sign lighting may make to light trespass. However, the potential for light trespass and glare into residential areas is limited by Section 10-1-1010: Sign Locations and Standards**:**

[19] The 2016 California Building Standards Code (Cal. Code Regs., Title 24) was published July 1, 2016, with an effective date of January 1, 2017.

> *D. An illuminated sign within a residential zone or within 500 feet of a residential zone… shall not have a surface brightness greater than 100 footlamberts, and shall be illuminated by a source which is not exposed to view from the residential zone.*

This section limits the surface luminance of the sign[20] but the qualitative guidance does not specifically regulate the contribution that project site lighting makes to light trespass.

Article 11 (General Property Development Regulations)

The Burbank Municipal Code requires that every lot have a frontage of at least 20 feet on a public or private street (10-1-1103), sets commercial and industrial design standards (10-1-113.1), and requires that property developers incorporate public art into their projects or pay an in-lieu fee to the Art in Public Places Fund (10-1-1114).

Article 13 (General Height Standards)

The Burbank Municipal Code regulates heights for buildings, walls, and fences within FAA Filing Requirement Map zones. The project would be located within Zone 1 (City of Burbank, 2005). According to Article 13, a Notice of Proposed Construction or Alteration must be filed with the FAA for any new structures or additions to existing structures within Airport Zone 1 (pursuant to FAR Part 77). The FAA would make the final determination as to whether the height of the proposed structure would be a hazard to flight navigation.

Article 17 (Protection Against Nuisances)

The Burbank Municipal Code regulates prohibits developments from emitting glare in such quantities so as to be readily detectable on any boundary line of the lot on which the use is located.

Article 19, Division 10 (Planned Development)

There are no specific height restrictions for structures in Planned Development zones; however, Planned Development should be compatible with existing and planned land use on adjoining properties. Building structures and facilities within the Planned Development should be well integrated with each other, as well as to the surrounding topographic and natural features of the area. Architectural harmony with surrounding neighborhoods should be achieved as much as is practicable.

4.1.3 Thresholds of Significance

According to Appendix G of the State *CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to aesthetics if it would:

- Substantially degrade the existing visual character or quality of the site and its surroundings (see **Impact 4.1-1**, below); or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (see **Impact 4.1-2**, below).

[20] 100 footlamberts is equal to 343 lux or 343 candelas per square meter (cd/m^2) or 343 nits

The Initial Study for the proposed project (Appendix A) determined the proposed project would result in less-than-significant impacts to scenic vistas and would result in no impacts related to scenic resources within a Sprojectate scenic highway; therefore, these issues do not require any further analysis in this Draft EIR. (see Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in this Draft EIR and Initial Study/Notice of Preparation, included in Appendix A.

4.1.4 Methodology

Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. The significance determination for the aesthetics analysis is based on consideration of the following: (1) the degree of visual contrast and compatibility in scale and character between project elements and the existing surroundings; (2) the extent of change related to project visibility from key public vantage points; and (3) project conformance with public policies regarding visual and urban design quality.

Aesthetic impacts related to light and glare were assessed by measuring changes in light trespass and glare as a result of the project. These two technical terms are defined by the Illuminating Engineering Society of North America (IESNA) as follows:

> ***Light Trespass***[21] *is the light that falls on a property but originates on an adjacent property. Light Trespass is measured in terms of illuminance (foot-candles or metric units lux), and can be measured at any point and at in any direction. Where Light Trespass is evaluated the illuminance is measured perpendicular to the source of light, toward the source of light, at the property line, or the location where light is causing an issue, such as a residential window or balcony.*
>
> ***Glare***[22] *occurs when either the luminance is too high or the range of brightness in a visual field is too large. A bright light source, such as a flood light or street light, viewed against a dark sky may be uncomfortable to look at, and may create a temporary sensation of blindness, which is referred to as disability glare. Glare is evaluated by measuring the luminance (footlamberts or metric units candelas/m^2) at the source of light, such as a digital display, in comparison to the surrounding adjacent luminance. The term which describes the extent of Glare at an observer position for a view is referred to as contrast, and is determined by the variation of luminance within the field of view. "High," "Medium," and "Low" contrast are terms used to describe contrast ratios. The ratio of peak measured luminance to the average within a field of view: contrast ratios greater than 30:1, between 10:1 and 30:1, and below 10:1, respectively. Contrast ratios above 30:1 are generally uncomfortable for the human eye to perceive. Any source luminance that is more than 50 times the adjacent background will be viewed as prominent, and may be viewed as distracting.*

Light trespass is evaluated at night. Glare may occur either during the day or at night.

[21] IESNA Handbook, 10th Edition, 19.3: Light Pollution and Trespass, page 19.7
[22] IESNA Handbook, 10th Edition, 4.10: Glare, page 4.25

Glare occurs during daytime when sunlight is reflected from auto windshields or chrome, or from building windows, or from metal surfaces. Daytime glare from reflected sunlight is common, because the reflected image of the sun, even if only a small fraction of the incident sunlight is reflected, typically is too bright to view directly. In addition to the potential to damage eyesight, the visual contrast is so high that it may not be possible to see other nearby objects within the same field of view as the reflected sun image. Due to the nature of the built environment and the constrained path that the sun traces in the sky, the most frequent encounters with glare involve sun reflections from car windows, on the road and in parking lots, because car windows typically are both curved and inclined. This leads to a substantial range of circumstances and times of day when sunlight from cars, moving or parked, can be reflected directly at drivers and pedestrians nearby. Glare from cars in a parking lot can result in multiple reflections, from a number of cars, making the effect unpleasant even from some distance.

Sun reflections from large building windows, which are typically flat and vertical, can strongly affect nearby ground-level spaces on all but the north sides of a building. On the south side, the combined intensity of the reflected sun adds to the incident direct sunlight, and the can make nearby ground-level spaces unpleasant. Further, vertical windows on the south sides of buildings cannot cast sun glare far from the building, and those on the east and west sides of buildings have little capability to do so. On the other hand, if a building window were inclined from vertical, the potential would exist to cast reflections of the sun horizontally for large distances or even upward into the sky.

4.1.5 Impact Analysis

Visual Character

Impact 4.1-1: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. (Less than Significant Impact)

Construction Impacts

As described in Section 3.0, *Project Description*, construction of the proposed project is anticipated to last approximately 3 years. Construction-related activities include the following: project site preparation, grading, paving, and construction of structures and infrastructure. Motorists traveling along North Hollywood Way, North San Fernando Boulevard, North Kenwood Street, and Cohasset Street and workers at neighboring industrial and office buildings would have views of construction activities. During project construction, activities would alter the character of the project site and its surroundings. Graded surfaces, construction materials, construction equipment, and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged on the project site. However, construction-related visual impacts would be typical of other construction activities throughout the City and would not be constant over the entire construction period because construction activities would be phased, and would cease once construction is completed. Therefore, because of the temporary nature of construction-related activities, potential impacts to visual character would be less than significant.

Operation Impacts

The majority of the project site includes vacant portions of which are paved parking lots. The project would convert vacant land to a mixed-use campus, composed of six industrial buildings (located on the southern and western portion of the site), nine office buildings, two retail buildings, and a hotel (located on the northeastern portion of the project site). The project would alter the existing visual character of the project site in that an undeveloped property would be developed with buildings, surface parking lots and landscaped. The development of the project site would generally improve the aesthetic quality of the existing site by eliminating deteriorating parking lots and eliminating open expanses of pavement.

Visual simulations were prepared to illustrate the effects of the project on the visual resources (**Figures 4.1-5– 4.1-6**). The following analysis discusses how the proposed project would affect the visual character and quality of the project site and surrounding area from each of the viewpoints. Following that analysis, an analysis of how the visual character and quality of the project site would change as one views the project site from the surrounding area, irrespective of a particular viewpoint, is provided.

- **Viewpoint #1: Looking south from North San Fernando Boulevard:** The proposed project would appear as an extension of the existing development of the City and airport, with development moving to the eastward. As stated in Chapter 3, it is likely that these buildings would be used by multiple businesses, and from a street-level view the buildings would be visually subdivided by multiple storefronts, etc. The difference in the intensity of development between the proposal and surrounding developments would not result in substantial contrast with the scale of the existing surroundings because lots with higher density of develop exist within a half mile of the project site. The hotel and creative office component of the project would be visible in the foreground from this viewpoint. The proposed project would provide revitalization of the Golden State District. The conceptual design for the creative office spaces would incorporate the past aviation history of the project site with an architecturally distinctive design that is clean and modern. Materials such as stucco, metal, glass, and wood would be used. Detailing would be of glass and metal, and a mix of muted earth tones with bold accents would provide vibrancy. Therefore, for these reasons, while a change would occur from Viewpoint #1, it would not be considered a substantial degradation of the existing visual character of quality of the project site and its surroundings, and a less-than-significant impact would result from proposed project implementation.
- **Viewpoint #2: Looking west from North Hollywood Boulevard:** Proposed project setbacks along North Hollywood Way would provide a consistent visual theme for the project and would not be substantially different than development across the street north of Tulare Avenue. However, the setbacks would be shorter than much of the development east of North Hollywood Way, where surface parking lots are next to the lot line. While these structures would alter the visual character of the project site, they would ensure visual consistency with the surrounding commercial and industrial building. Further, landscaping, including trees, would provide some visual screening of the new development from viewpoints along North Hollywood Boulevard. The project would not substantially degrade the existing visual character or quality of the project site and its surroundings from Viewpoint #2. A less-than-significant impact would result from proposed project implementation.

D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Avion Burbank

Avion Burbank Project

Figure 4.1-5
Visual Simulation 1

ESA

D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Avion Burbank

Avion Burbank Project

Figure 4.1-6
Visual Simulation 2

ESA

- **Viewpoint #3: Looking Northeast from West Empire Avenue:** With implementation of the proposed project, views looking northeast from West Empire Avenue would continue to be dominated by the airport including the multi-level parking structure and terminals along West Empire Avenue. The views looking northeast from West Empire Avenue and west of airport are characterized by runways and airplanes. However, the project site is visible from this viewpoint due to the flatness of the runways. The proposed project would appear as an extension of the existing development of the City and airport, with development moving to the northward from the airport. The proposed project would not substantially degrade the existing visual character or quality of the project site and its surroundings from Viewpoint #3. A less-than-significant impact would result from proposed project implementation.
- **Viewpoint #4: Looking East from the Airport and Residences Along Clybourn Avenue:** With implementation of the proposed project, views looking east from Clybourn Avenue would be dominated by the industrial and airport uses. The project site would appear as an extension of the existing development of the City and airport, with development moving to the northward from the airport. The project would not substantially degrade the existing visual character or quality of the project site and its surroundings from Viewpoint #4. A less-than-significant impact would result from proposed project implementation.

Development of the proposed project, and the visual changes that would result, are planned in the Burbank 2035 General Plan. Although the proposed project would alter the visual character of the project site, the proposed development would not be out of character for the City of Burbank, where industrial, commercial, and office development in the area are a common visual theme.

As discussed in Chapter 3, *Project Description,* and as further discussed in Impact 4.1-1, the proposed project includes several transportation and utility infrastructure improvements. The circulation plan proposed for the project includes the construction and extension of North Kenwood Avenue and Tulare Avenue as public streets. North Kenwood Avenue would be extended to Cohasset Street and Tulare Avenue would be extended to Hollywood Way. Hollywood Way would be widened to allow for the construction of deceleration/acceleration lanes. North San Fernando Boulevard would be extended by one lane to allow for access to North Hollywood Way. The proposed project would provide two bus stops, one each along North Hollywood Way and North San Fernando Boulevard. These improvements would alter the visual quality of these off-site areas. Improvements to existing roadways, would incorporate landscaping that would improve the visual quality of the roads.

Project conformance with public policies regarding visual and urban design quality

The proposed project would be consistent with the Burbank 2035 General Plan land use and zoning designations for the project site (See Section 3.8, *Discretionary Actions*). Building design and landscaping would be incorporated into the overall project design that would conform to the City's zoning and design standards, and are subject to City review and approval. The project would comply with the design standards, frontage setbacks, and public art requirements stipulated in Article 11. In accordance with Article 13, the project sponsor would file a Notice of Proposed Construction or Alteration with the FAA for the proposed development. In addition, the design of the project is in compliance with Article 19 in that it is well integrated and would not greatly disturb the existing architectural harmony of the surrounding neighborhoods

Although implementation of the proposed project would alter the visual character of the project site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur. Given the general consistency in scale and character between the project and the surrounding aesthetic environment, and the project's consistency with the Burbank 2035 General Plan and zoning design standards, the potential for the proposed project to substantially degrade the existing visual character and quality of the project site and its surroundings is considered to be less than significant.

Light or Glare

Impact 4.1-2: The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less than Significant Impact)

Artificial Light and Glare

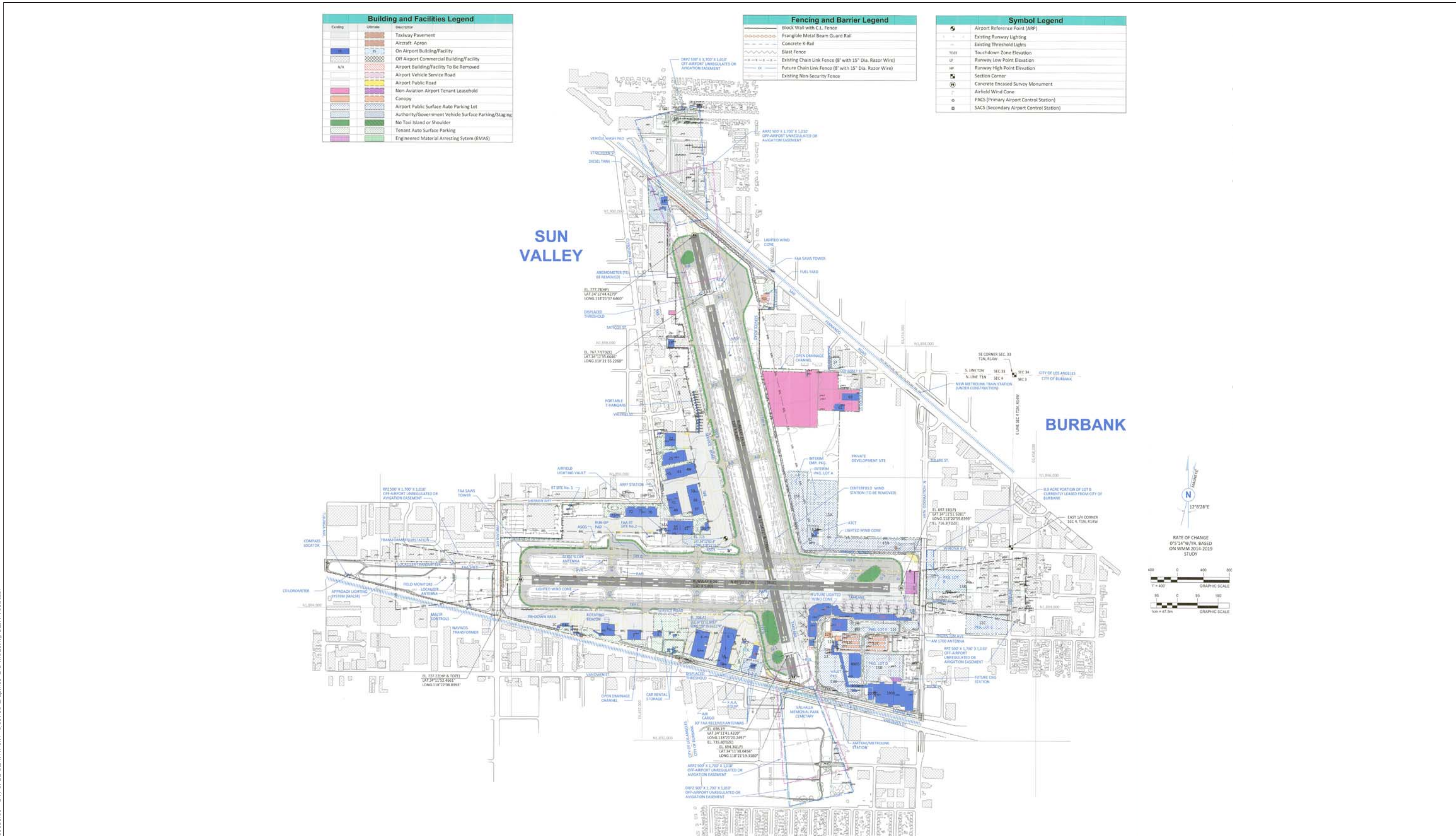
The proposed project is located in an urban area with many sources of nighttime lighting. The proposed project would add new nighttime lighting within the project site, increasing the illumination levels of the existing setting. Although the proposed project would increase light levels on the project site, because project lighting must comply with City and State lighting standards that limit off-site light spill by controlling light intensity and by shielding of light sources, the proposed project's ambient lighting would not create substantial contrast with overall urban lighting conditions in the surrounding industrial and airport lands.

The proposed project's site lighting would be required to satisfy the City of Burbank Municipal Code, as well as the CAL Green site lighting requirements. project signs would be required to satisfy the City of Burbank Municipal Code requirements, discussed previously.

The proposed project's site lighting would not substantially alter the character of areas surrounding the project site and would also not interfere with off-site activities, impacts related to project lighting would be less than significant. Additionally, the Burbank Municipal Code provides sufficient requirements to limit/reduce glare impacts from signs to residential areas to reduce the potential effect of a project's signage to a less-than-significant visual impact to residents.

Glare from Reflected Sunlight

Glare from sunlight reflected from the project windows and metallic materials on walls would be a short-range effect, due to the orientation of the buildings, location of windows and the apparent path of the sun in the sky throughout the year. As previously discussed, sunlight glare from the project would not reach pilots using Airport Runway Number 15 (**Figure 4.1-7**, *Existing Airport Layout*). Because the sun is high in the sky when it is close to due south, glare from the south windows of the two southernmost industrial buildings would be reflected downward, and may reach nearby ground-level spaces in lot 15A, but that glare would not adversely affect the vision of pilots approaching Airport Runway No. 33 or landing on or taking-off from Runway 26. Glare from the south-side windows and metallic surfaces of the other office and industrial buildings would be similarly localized within the project site.



SOURCE: Burbank - Glendale - Pasadena Airport Authority, 2017

Avion Burbank Project

Figure 4.1-7
Airport Layout

ESA

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Glare from sunlight reflected from east- or west-facing windows and metallic materials would be limited, occurring only when the sun is very low in the sky, primarily in the first half hour after sunrise or the last half hour before sunset. Glare in the early morning would be directed eastward and downward, so although it may be visible to pilots approaching Runway No. 26, it would be off-axis and insufficiently bright to distract attention or impair vision. Glare just before sunset would be directed westward and downward, and so would be intercepted by the new airport terminal structure. Although glare may be visible to pilots approaching from the west, it would be off-axis and insufficiently bright to distract attention or impair vision. Glare from the east- and west-side windows and metallic surfaces of the other office and industrial buildings would be similarly localized within the project site.

Hotel Window Glare

Glare caused by direct view of the sun currently may pose vision difficulties for southbound drivers on North San Fernando Boulevard when the sun is very low in the sky and when it closely aligns with North San Fernando Boulevard, as now occurs in early morning for a number of weeks around the winter solstice. With the project, sunlight reflected off of the front windows of the 6-story hotel could add to the duration of the glare for southbound drivers along North San Fernando Boulevard at the same times of day and year, unless the design of the hotel's front windows considers and prevents low-angle glare from reflected sunlight.

Parking Lot Glare

Glare from sunlight reflected from parked cars can result in unwanted potentially objectionable sensation, but it is typically not sufficient glare to cause continuing vision problems unless they are in the immediate field of view. Driving or walking into a parking lot in bright sun can result in short-term glare that can be uncomfortable, but these effects would be considered to be a less-than-significant impact. The project would include trees in parking lots to provide shading for over half of the parking areas within 15 years. Therefore, parking lot glare introduced by the proposed project would not create a new source of substantial glare. Impacts would be less than significant.

4.1.6 Cumulative Impact Analysis

Visual Character

Under the Airport Authority's preferred option for the replacement terminal at the Hollywood-Burbank Airport, the parcels immediately to the west and south of the project site would be developed into a 355,000-square foot passenger terminal (RS&H, 2016). This would change the visual character of the vicinity of the project site, as the area, which is presently composed of vacant land and parking lots, is more densely developed. In addition, there are a number of other development projects proposed in the vicinity of the project (see Section 4). However, future projects in the vicinity of the project site would be reviewed for consistency with adopted land use plans and policies. It is anticipated that such projects would be consistent with applicable Burbank 2035 General Plan, Zoning Ordinance, and development standards, or be subject to an allowable exception. If they were subject to an allowable exemption, such projects would be

subject to CEQA, mitigation requirements, and development review. The governing land use regulations would ensure that the proposed project, combined with the past, present, and reasonably foreseeable cumulative projects, would not result in a cumulatively considerable degradation to the existing visual character or quality of the environment. As a result, cumulative impacts related to visual character would be less than significant.

Light and Glare

Due to City Zoning Regulations and California Title 24 requirements, the exterior illumination around any future industrial and commercial buildings within the City, and buildings in the vicinity of the project site, is likely to be the same as illumination around similar existing buildings.

Because lighting internal to each new cumulative project also must comply with City and CAL Green lighting standards that limit off-site spill of light by controlling light intensity and by shielding of light sources, the lighting from each cumulative project would not create substantial contrast with overall urban lighting conditions. Furthermore, glare that would result from light sources and signage would be controlled by the same measures—Burbank Municipal Code and California Title 24 requirements. As a result, the project would not result in a cumulatively considerable impact related to light and glare and cumulative impacts would be less than significant.

4.2 Air Quality

4.2.1 Introduction

This section addresses air emissions generated by construction and operation of the project. The analysis also addresses consistency of the project with air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City of Burbank (City). The analysis of project-generated air emissions focuses on whether the project would cause an exceedance of an ambient air quality standard or a SCAQMD significance threshold. Details regarding the air quality analysis are provided in the Air Quality Technical Report in Appendix B of this Draft EIR.

4.2.2 Environmental Setting

Existing Conditions

Regional Context

Criteria Pollutants

The project site is located within the South Coast Air Basin (Air Basin), which is an approximately 6,745-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 Air Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Air Basin, as it is a coastal plain with connecting broad valleys and low hills.

The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere. Thus, the greatest air pollution impacts throughout the Air Basin typically occur from June through September. This condition is generally attributed to the emissions occurring in the Air Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and

regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by Federal, State and local regulatory agencies. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for each of the monitored pollutants and their effects on health are summarized in **Table 4.2-1**, *Ambient Air Quality Standards*. The NAAQS and CAAQS have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. A brief description of the health effects of these criteria air pollutants are provided below.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) under favorable meteorological conditions such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months, when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of ozone irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

Volatile Organic Compounds (VOCs): VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Some VOCs are also classified by the State as toxic air contaminants (TACs). These are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons, as are architectural coatings. Emissions of VOCs themselves are not "criteria" pollutants; however, they contribute with nitrogen oxides (NO_X) to formation of O_3 and are regulated as O_3 precursor emissions.

Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NO_X): NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include NO_2 and nitric oxide (NO), which can quickly oxidize in the atmosphere to form NO_2. Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas. The principle form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X. Major sources of NO_X emissions include power plants, large industrial facilities, and motor vehicles. Emissions of NO_X are a precursor to the formation of ground-level ozone. NO_2 can potentially irritate the nose and throat, aggravate lung and heart problems, and may increase susceptibility to respiratory infections, especially in people with asthma. According to the California Air Resources Board (CARB), "NO_2 is an oxidizing gas capable of damaging cells lining the respiratory tract. Exposure to NO_2 along with other traffic-related pollutants, is associated with respiratory symptoms, episodes of respiratory illness and impaired lung functioning. Studies in animals have

reported biochemical, structural, and cellular changes in the lung when exposed to NO_2 above the level of the current State air quality standard. Clinical studies of human subjects suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children." [23] NO_2 also contributes to the formation of particulate matter (PM10). The terms "NO_X" and "NO_2" are sometimes used interchangeably. However, the term "NO_X" is primarily used when discussing emissions, usually from combustion-related activities. The term "NO_2" is primarily used when discussing ambient air quality standards. More specifically, NO2 is regulated as a criteria air pollutant under the Clean Air Act and subject to the ambient air quality standards, whereas NO_X and NO are not. In cases where the thresholds of significance or impact analyses are discussed in the context of NO_X emissions, it is based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2.

Carbon Monoxide (CO): CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions, lower the amount of oxygen carried by the blood, and are especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations, and can be fatal at high concentrations.

Sulfur Dioxide (SO_2): Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM10 and PM2.5): The human body naturally prevents the entry of larger particles into the body. However, small particles including fugitive dust, with an aerodynamic diameter equal to or less than 10 microns (PM10) and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM2.5), can enter the body and are trapped in the nose, throat, and upper respiratory tract. These small particulates could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM10 and PM2.5. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids. In children, studies have shown associations between PM exposure and reduced lung function and increased respiratory symptoms and illnesses. [24]

Lead (Pb): Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing of lead is the primary source of lead emissions. Lead affects

[23] California Air Resources Board, "Nitrogen Dioxide – Overview," http://www.arb.ca.gov/research/aaqs/caaqs/no2-1/no2-1.htm. Accessed March 2017.

[24] California Air Resources Board, "Particulate Matter – Overview," http://www.arb.ca.gov/research/aaqs/caaqs/pm/pm.htm. Accessed May 2017.

the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

TABLE 4.2-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
O_3[h]	1 Hour	0.09 ppm (180 µg/m3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m3)		0.070 ppm (137 µg/m3)		
NO_2[i]	1 Hour	0.18 ppm (339 µg/m3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)		53 ppb (100 µg/m3)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m3)		9 ppm (10 mg/m3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m3)		—	—	
SO_2[j]	1 Hour	0.25 ppm (655 µg/m3)	Ultraviolet Fluorescence	75 ppb (196 µg/m3)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)9
	3 Hour	—		—	0.5 ppm (1300 µg/m3)	
	24 Hour	0.04 ppm (105 µg/m3)		0.14 ppm (for certain areas)j	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) j	—	
PM10[k]	24 Hour	50 µg/m3	Gravimetric or Beta Attenuation	150 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m3		—		
PM2.5[k]	24 Hour	No Separate State Standard		35 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m3	Gravimetric or Beta Attenuation	12.0 µg/m3 k	15 µg/m3	
Lead[l,m]	30 Day Average	1.5 µg/m3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m3 (for certain areas)m	Same as Primary Standard	
	Rolling 3-Month Average m	--		0.15 µg/m3		

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Visibility Reducing Particles[n]	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Ultraviolet Fluorescence			
Vinyl Chloride[l]	24 Hour	0.01 ppm (26 µg/m3)	Gas Chromatography			

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter (µg/m3) is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. 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.

[d] Any equivalent procedure which can be shown to the satisfaction of the California Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[g] Reference method as described by the USEPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the USEPA.

[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[i] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.

[j] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[k] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m3 to 12.0 µg/m3.

[l] The California Air Resources Board has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level 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.

[m] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[n] In 1989, the California Air Resources Board converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB, Ambient Air Quality Standards (10/1/15), http://www.arb.ca.gov/research/aaqs/aaqs2.pdf. Accessed June 2017.

Toxic Air Contaminants (TACs)

Toxic air contaminants (TACs) are generally defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. TACs are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects; however, the emission of a toxic chemical does not automatically create a health hazard. Other factors, such as the amount of the chemical, its toxicity, how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust and may exist as PM10 and PM2.5 or as vapors (gases). TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources.

The emission of toxic substances into the air can be damaging to human health and to the environment. Human exposure to these pollutants at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. Pollutants deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists currently believe that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.

The public's exposure to TACs is a significant public health issue in California. The Air Toxics "Hotspots" Information and Assessment Act is a State law requiring facilities to report emissions of TACs to air districts. The program is designated to quantify the amounts of potentially hazardous air pollutants released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks. The State Air Toxics Program (Assembly Bill 2588) identified over 200 TACs, including the 188 TACs identified in the Clean Air Act (CAA). The USEPA has assessed this expansive list of toxics and identified 21 TACs as Mobile Source Air Toxics (MSATs). MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline. USEPA also extracted a subset of these 21 MSAT compounds that it now labels as the six priority MSATs: benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1,3-butadiene. While these six MSATs are considered the priority transportation toxics, USEPA stresses that the lists are subject to change and may be adjusted in future rules.

To date, the most comprehensive study on air toxics in the Air Basin is the Multiple Air Toxics Exposure Study (MATES-IV), conducted by the SCAQMD. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data.

MATES-IV found that the average cancer risk at a project site from carcinogenic air pollutants is approximately 997 in 1 million[25], with an average regional risk of approximately 1,023 in 1 million. This risk is 65 percent lower than the monitored average in the MATES III study. [26]

Diesel Particulate Matter

According to the 2006 California Almanac of Emissions and Air Quality, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from the exhaust of diesel-fueled engines, i.e., diesel particulate matter (DPM). DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances.

Diesel exhaust is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern, and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy duty equipment. Although DPM 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 emission control system is present.

The most common exposure to DPM is breathing the air that contains diesel exhaust. The fine and ultra-fine particles are respirable (similar to $PM_{2.5}$), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to DPM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to just DPM but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes acute and chronic health effects.

Acute exposure to diesel exhaust may cause irritation to the eyes, nose, throat and lungs, some neurological effects such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbate asthma. Chronic exposure to diesel PM in experimental animal inhalation studies have shown a range of dose-dependent lung inflammation and cellular changes in the lung

[25] South Coast Air Quality Management District, 2015. *Mates IV Carcinogenic Risk Interactive Map*. http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv/estimated-carcinogenic-risk. Accessed May 2017.

[26] South Coast Air Quality Management District 2015. *Final MATES IV Report*. http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7. Accessed May 2017.

and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a likely carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.

DPM poses the greatest health risk among these 10 TACs mentioned. Based on receptor modeling techniques, SCAQMD estimated that DPM accounts for 90 percent of the total risk in the Air Basin. The SCAQMD has analyzed DPM in their MATES Studies. From MATES III to MATES IV, DPM has shown a reduction of 70 percent in levels measured at the 10 monitoring sites. [27]

Local Air Quality

Existing Criteria Pollutants Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The project site is located in SCAQMD Source Receptor Area (SRA) 7; therefore, the monitoring station most representative of the project site is the East San Fernando Valley Monitoring Station. This station was located in Burbank and monitored ozone, NO_2, SO_2, CO, PM10, and PM2.5. However, the monitoring site was terminated in 2014. Therefore, 2015 and 2016 data came from the Reseda Monitoring Station located in SRA 6. Criteria pollutants monitored include ozone, NO_2, CO, and $PM_{2.5}$. The Central Los Angeles Monitoring Station in SRA 1 was used to report data for SO_2, PM10, and lead for 2015 and 2016. The pollutant concentration data for 2012 to 2016 are summarized in **Table 4.2-2,** *Ambient Air Quality Data*. As shown, there were days that O_3, PM10 and PM2.5 exceeded the CAAQS and/or NAAQS standards, while all the other monitored pollutants were below the CAAQS and/or NAAQS standards.

Existing/Baseline Project site Emissions

The project site is partially developed with surface parking lots, only a small portion of it is being used for vehicle storage, and therefore does not generate substantial air pollutant emissions. Therefore, as a conservative approach, baseline emissions are assumed to be zero and the air quality analysis would focus on emissions generated from construction and operations of the project.

[27] South Coast Air Quality Management District 2015. *Final MATES IV Report*. http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7. Accessed March 2017.

TABLE 4.2-2
AMBIENT AIR QUALITY DATA

Pollutant/Standard [a]	2012	2013	2014	2015 [c]	2016
O_3 (1-hour)					
Maximum Concentration (ppm)	0.117	0.110	0.091	0.119	0.122
Days > CAAQS (0.09 ppm)	8	4	0	11	9
O_3 (8-hour)					
Maximum Concentration (ppm)	0.088	0.083	0.079	0.094	0.098
4th High 8-hour Concentration (ppm)	0.081	0.079	0.069	0.087	0.086
Days > CAAQS (0.070 ppm)	15	17	2	34	23
Days > NAAQS (0.070 ppm)	15	17	2	34	23
NO_2 (1-hour)					
Maximum Concentration (CAAQS 0.18 ppm)	0.080	0.073	0.073	0.073	0.056
98th Percentile Concentration (NAAQS 0.1 ppm)	0.057	0.060	0.065	0.052	0.046
NO_2 (Annual)					
Annual Arithmetic Mean (CAAQS 0.030 ppm)	0.022	0.020	0.022	0.014	0.013
CO (1-hour)					
Maximum Concentration (CAAQS 20 ppm)	N/A	N/A	3.0	3.0	2.4
CO (8-hour)					
Maximum Concentration (CAAQS/NAAQS 9 ppm)	2.4	2.4	3.0	2.5	1.9
SO_2 (1-hour)					
Maximum Concentration (CAAQS 0.25 ppm)	0.065	0.011	0.005	0.013	0.013
99th Percentile Concentration (NAAQS 0.075 ppm)	0.029	0.004	0.004	0.006	0.003
PM10 (24-hour)					
Maximum Concentration (µg/m^3)	55.0	52.0	68.0	88.0	67.0
Est. Days > CAAQS (50 µg/m^3)	1	1	2	26	18
Est. Days > NAAQS (150 µg/m^3)	0	0	0	0	0
PM_{10} (Annual Average)					
Annual Arithmetic Mean (20 µg/m^3)	26.4	28.5	31.2	33.0	32.4
PM2.5 (24-hour)					
Maximum Concentration (µg/m^3)	54.2	45.1	64.6	36.8	30.1
98th Percentile Concentration (µg/m^3)	28.2	30.4	29.0	28.4	24.6
Est. Days > NAAQS (35 µg/m^3)	2	4	2	1	0
$PM_{2.5}$ (Annual)					
Annual Arithmetic Mean (CAAQS/NAAQS 12 µg/m^3)	12.2	12.2	12.1	8.8	9.2
Lead [d]					
Maximum 30-day average (CAAQS 1.5 µg/m^3)	0.014	0.013	0.013	0.013	0.016

[a] ppm = parts per million; µg/m^3 = micrograms per cubic meter
[b] Exceptional events occurred in 2014 for $PM_{2.5}$. Exceptional events are not considered violations of an ambient air quality standard and are not included in this table.
[c] Values for O_3, NO_2, and CO after 2014 are from Reseda air monitoring station.
[d] Values for Lead from 2012 to 2016, and SO_2 and PM10 from 2015 and 2016 are from the Central Los Angeles air monitoring station.

SOURCES: SCAQMD, 2017

Sensitive Receptors and Locations

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. SCAQMD defines sensitive receptors as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. It also includes long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing.[28] Impacts at sensitive receptor locations were evaluated for the following:

- Residences north of North San Fernando Boulevard approximately 350 feet from the northern most boundary of the project.
- Residences along North Hollywood Way approximately 435 feet northeast of the project site.

All other air quality sensitive receptors are located at greater distances from the project site, and would be less impacted by project emissions. Impacts are quantified for the sensitive receptors listed above.

4.2.3 Regulatory Setting

A number of statutes, regulations, plans, and policies have been adopted that address air quality issues. The project is subject to air quality regulations developed and implemented at the Federal, State, and local levels. This section provides a summary of pertinent air quality regulations affecting the project at the Federal, State, and local levels.

Federal

The 1963 CAA was the first Federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the Federal level, USEPA is responsible for implementation of certain portions of the CAA including mobile source requirements. Other portions of the CAA, such as stationary source requirements, are implemented by State and local agencies.

The CAA establishes Federal air quality standards and specifies future dates for achieving compliance. The CAA also mandates that the State submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the NAAQS will be met. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA that are most applicable to the project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria pollutants: O_3; NO_2; CO; SO_2; PM10; and lead. The NAAQS were amended in July 1997

[28] SCAQMD Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines, May 2012. http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf Accessed October 5, 2017.

to include an 8-hour standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. The NAAQS were also amended in September 2006 to include an established methodology for calculating $PM_{2.5}$ as well as revoking the annual PM10 threshold.

Table 4.2-1 shows the NAAQS currently in effect for each criteria pollutant. The Air Basin is an area designated as non-attainment as it does not currently meet NAAQS for certain pollutants regulated under the CAA. On June 11, 2007, USEPA reclassified the Air Basin as a Federal "attainment" area for CO and approved the CO maintenance plan for the Air Basin.[29] The Air Basin previously exceeded the NAAQS for PM10, but has met effective July 26, 2013.[30] The Air Basin does not meet the NAAQS for O_3 and PM2.5, and is classified as non-attainment for these pollutants. The Los Angeles County portion of the Air Basin is designated as non-attainment for the lead NAAQS; however, this was due to localized emissions from two previously operating lead-acid battery recycling facilities located in the City of Vernon and the City of Industry.[31] These facilities are no longer operating and all other ambient measurements of lead across the county are well below the 2008 standard. In addition to criteria pollutants, Title I also includes air toxics provisions which require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, the USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Title II of the CAA pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

State

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards(CAAQS) by the earliest practical date. The CAAQS apply to the same criteria pollutants as the CAA but also include State-identified criteria pollutants, which include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. CARB has primary responsibility for ensuring the implementation of the CCAA[32], responding to the CAA planning requirements applicable to the State, and regulating emissions from motor vehicles and consumer products within the State. Table 4.2-1

[29] "Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: California, Final Rule." *Federal Register* 72 (11 May 2007):26718-26721

[30] *Federal Register*, Vol. 78, No. 123, June 26, 2013, 38223-38226.

[31] South Coast Air Quality Management District, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

[32] Chapter 1568 of the Statutes of 1988.

shows the CAAQS currently in effect for each of the criteria pollutants as well as the other pollutants recognized by the State. As shown in Table 4.2-1, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants. Currently CO, NO_2, SO_2, and PM10 are in attainment for NAAQS. However, PM10 is designated at non-attainment for CAAQS. Ozone and $PM_{2.5}$ are designated as non-attainment for NAAQS and CAAQS. Lead is designated as attainment for CAAQS. For NAAQS, lead is designated as non-attainment for a portion of Los Angeles County due to lead-acid battery recycling facilities. However, all other ambient air monitoring stations beyond these facilities have levels lower than the 2008 standard.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table 4.2-3**, *South Coast Air Basin Attainment Status (Los Angeles County)*, provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the State standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles. Because vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

California Air Resources Board Air Quality and Land Use Handbook

CARB published the Air Quality and Land Use Handbook in April 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include avoid siting sensitive receptors within:

- 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day;
- 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and
- 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

California Air Resources Board On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008 CARB approved the Truck and Bus regulation to reduce NOx, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. The requirements were amended

in December 2010 and apply to nearly all diesel fueled trucks and busses with a gross vehicle weight rating greater than 14,000 pounds. For the largest trucks in the fleet, i.e., those with a gross vehicle weight rating greater than 26,000 pounds, there are two methods to comply with the requirements. The first method is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over eight years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NOx and PM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters achieving at least 85 percent removal efficiency, so that by January 1, 2016 their entire fleet is equipped with diesel particulate filters. However, diesel particulate filters do not typically lower NOx emissions. Thus, fleet owners choosing the second method must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

TABLE 4.2-3
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards	California Standards
O_3 (1-hour standard)	N/A [a]	Non-attainment – Extreme
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment	Non-attainment
Lead	Non-attainment (Partial, Los Angeles County)	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A [b]

N/A = not applicable

[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

[b] In 1990 the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: United States Environmental Protection Agency, California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, https://www3.epa.gov/airquality/greenbook/anayo_ca.html Accessed June 2017.

In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models. Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets to begin compliance by January 1, 2014. Each fleet must demonstrate

compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (e.g., engine retrofits) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits be fully implemented by 2023 in all equipment in large and medium fleets and across 100 percent of small fleets by 2028.

Regional

South Coast Air Quality Management District

The SCAQMD has jurisdiction over air quality planning for all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

Air Quality Management Plan

The SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS. In December 2012, the SCAQMD adopted the 2012 Air Quality Management Plan, which incorporates scientific and technological information and planning assumptions, including growth projections.[33] The 2012 AQMP incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, and on-road and off-road mobile sources. The 2012 AQMP builds upon improvements in previous plans, and includes new and changing Federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. In addition, it highlights the significant amount of emission reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all Federal criteria pollutant standards within the timeframes allowed under the Federal Clean Air Act.

The key undertaking of the 2012 AQMP is to bring the Air Basin into attainment with the NAAQS for the 24-hour $PM_{2.5}$ standard. It also intensifies the scope and pace of continued air quality improvement efforts toward meeting the 2024 8-hour O_3 standard deadline with new measures designed to reduce reliance on the Federal CAA Section 182(e)(5) long-term measures for NO_X and VOC reductions. The SCAQMD expects exposure reductions to be achieved through implementation of new and advanced control technologies as well as improvement of existing technologies.

The SCAQMD released the Draft 2016 AQMP on June 30, 2016 for public review and comment. A revised Draft 2016 AQMP was released in October 2016 and the SCAQMD

[33] South Coast Air Quality Management District, 2012 Air Quality Management Plan, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan. Accessed April 2016.

Governing Board adopted the 2016 AQMP on March 3, 2017.[34] CARB approved the 2016 on March 23, 2017. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the Federal, State, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts.[35] The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the Federal non-attainment pollutants ozone and $PM_{2.5}$. [36] While the 2016 AQMP was adopted by the SCAQMD and CARB, it has not been yet received USEPA approval for inclusion in the SIP. Therefore, until such time as the 2016 AQMP is approved by the USEPA, the 2012 AQMP remains the applicable AQMP.

SCAQMD Air Quality Guidance Documents

The CEQA Air Quality Handbook was published by the SCAQMD in November 1993 to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. However, the SCAQMD is currently in the process of replacing the CEQA Air Quality Handbook with the Air Quality Analysis Guidance Handbook. While this process is underway, the SCAQMD recommends that lead agencies avoid using the screening tables in Chapter 6 (Determining the Air Quality Significance of a project) of the CEQA Air Quality Handbook, because the tables were derived using an obsolete version of CARB's mobile source emission factor inventory, and the trip generation characteristics of the land uses identified in these screening tables were based on the fifth edition of the Institute of Transportation Engineer's Trip Generation Manual, instead of the most current edition. Additionally, the lead agency should avoid using the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L (EMFAC7EP Emission Factors for Passenger Vehicles and Trucks, Emission Factors for Estimating Material Hauling, and Emission Factors for Oxides of Sulfur and Lead). The SCAQMD instead recommends using other approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod) software, initially released in 2011 and updated in 2016.[37]

The SCAQMD has published a guidance document called the Localized Significance Threshold Methodology for CEQA Evaluations that is intended to provide guidance in evaluating localized effects from mass emissions during construction.[38] The SCAQMD adopted additional guidance regarding $PM_{2.5}$ in a document called Final Methodology to Calculate Particulate Matter $(PM)_{2.5}$

34 South Coast Air Quality Management District, Air Quality Management Plan (AQMP). Available: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan. Accessed March 2017.

35 Ibid.

36 South Coast Air Quality Management District, NAAQS/CAAQS and Attainment Status for South Coast Air Basin, (2016). Available at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2. Accessed March 2017.

37 South Coast Air Quality Management District, CEQA Air Quality Handbook (1993), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). Accessed April 2016.

38 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, (2008).

and $PM_{2.5}$ Significance Thresholds.[39] This latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and Localized Significance Threshold Methodology.

SCAQMD Rules and Regulations

Several SCAQMD rules adopted to implement portions of the AQMP may apply to the proposed project. For example, SCAQMD Rule 403 requires implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. The project may be subject to the following SCAQMD rules and regulations:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which may apply to the project:

- Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for different specific sources. The following is a list of rules which may apply to the project:

- Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

[39] South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter (PM)2.5 and PM2.5 Significance Thresholds, (2006).

- Rule 1121 – Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters: This rule specifies NOX emission limits for natural gas-fired water heaters, with heat input rates less than 75,000 British thermal units (BTUs) per hour.
- Rule 1138 – Control of Emissions from Restaurant Operations: This rule specifies emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat. The rule requires charbroilers to be equipped and operated with a control device that has been certified by the manufacturer to reduce particulate matter emissions by at least 85 percent.
- Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters: This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the project:

- Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule was implemented to control particulate matter emissions in accordance with CARB's Air Toxics Control Measures for Stationary Compression Ignition Engines. For engines greater than 50 horsepower, the rule requires owners or operators to comply with requirements for fuel use, operating parameters, emissions standards, and reporting requirements.

Southern California Association of Governments (SCAG)

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization for the majority of the Southern California region and is the largest Metropolitan Planning Organization in the nation. With regard to air quality planning, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy in April 2016, which addresses regional development and growth forecasts and forms the basis for the land use and transportation control portions of the AQMP. The growth forecasts are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The Regional Transportation Plan/Sustainable Communities Strategy and AQMP are based on projections originating within local jurisdictions.

SCAG's Sustainable Communities Strategy provides specific strategies for successful implementation. These strategies include supporting projects that encourage a diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging

employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.

In 2008, SCAG released the Regional Comprehensive Plan which addresses regional issues such as housing, traffic/transportation, water, and air quality. The Regional Comprehensive Plan serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The Regional Comprehensive Plan presents a vision of how southern California can balance air quality with growth and development by including goals such as: reducing emissions of criteria pollutants to attain Federal air quality standards by prescribed dates and stated ambient air quality standards as soon as practicable; reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas; and to minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to TACs, particulates (PM10 and PM2.5) and CO.

Local

Burbank2035 General Plan

Local jurisdictions, such as the City of Burbank (City), have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City reviews project plans for consistency with environmental regulations and other conditions applicable to proposed development. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA, the City has the authority to obtain input from other local agencies and may consult with any person with special expertise relating to the project environmental impacts to assess air quality impacts of new development projects. If significant impacts are found, the City has the authority to require mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation measures.

The *Burbank2035 General Plan* (City's General Plan) was adopted in 2013 to provide guidance for future development necessary to achieve the community's economic, physical as well as environmental goals through the year 2035. The City's General Plan provides an Air Quality and Climate Change Element that outlines goals and policies that is aimed to reduce both air pollution and greenhouse gas (GHG) emissions, and to protect the community from TACs and odors. In addition, the City's General Plan includes a Land Use Element that provides relevant aims and measures regarding air quality as it defines appropriate locations for different land uses including open space, parks, residences, commercial uses, industry, schools, and other public uses. Consistency with these goals and policies would assure that sensitive land uses such as homes and schools are not positioned near potentially harmful developments and land uses that could negatively affect public health. Lastly, the City's General Plan contains a Mobility Element with objectives and guidelines relevant to air quality as it outlines regulations regarding the future

development of the City's transportation network with goals and policies geared to improve congestion, access to transit, and walkability. Being consistent with these goals and policies would allow the project to reduce single occupancy vehicle trips and vehicle miles traveled (VMT), thus reducing air pollutants from mobile sources.

The City's General Plan also contains a number of policies aimed at improving air quality within the City. The City's General Plan was updated in 2013 to set forth objectives, policies, standards, and programs for land use and new development, including clean air goals. Measures of the City's General Plan Air Quality and Climate Change Element that are applicable to the proposed project are specified below as being the most current standards. These measures will be implemented in connection with development of the Airport.[40]

Goal 1: Reduction of Air Pollution

Policy 1.3: Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable State and Federal air quality and climate change programs.

Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.

Policy 1.6: Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.

Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Goal 2: Sensitive Receptors[41]

Policy 2.1: Mitigate emissions from retail food grilling and barbequing (indoor and outdoor) through the use of industry-specific equipment.

Policy 2.2: Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.

Policy 2.3: Require businesses that cause air pollution to provide pollution control measures.

40 City of Burbank 2035 General Plan, February 2013. Accessed on September 1, 2017.

41 SCAQMD, Rule 1470. Sensitive receptors are any residence, including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing. Available at http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf?sfvrsn=4. Accessed January 2018.

4.2.4 Thresholds of Significance

Pursuant to Appendix G of the *State CEQA Guidelines*, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan (see **Impact 4.2-1**, below).
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation (see **Impact 4.2-2**, below).
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) (see **Impact 4.2-3**, below).
- Expose sensitive receptors to substantial pollutant concentrations (see **Impact 4.2-4,** below).
- Create objectionable odors affecting a substantial number of people (see **Impact 4.2-5**, below).

Pursuant to the *State CEQA Guidelines* (Section 15064.7), a lead agency may consider using, when available, the significance criteria established by the applicable air quality management district or air pollution control district when making determinations of significance. The project would be under the SCAQMD's jurisdiction. SCAQMD has established air quality significance thresholds in its CEQA Air Quality Handbook. These thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[42] The City has not adopted specific citywide significance thresholds for air quality impacts, it is appropriate to rely on thresholds established by the SCAQMD (refer to *CEQA Guidelines* Section 15064.7). The potential air quality impacts of the project are, therefore, evaluated according to the most recent thresholds adopted by the SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent SCAQMD guidance as discussed previously.[43]

Construction Emissions

Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established numeric indicators of significance specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Handbook, the project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

42 South Coast Air Quality Management District, CEQA Air Quality Handbook (1993) 6-2.

43 While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial and residential land use projects such as the Project. As a result, lead emissions are not further evaluated in this Draft EIR.

- Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily regional emissions thresholds:[44]
  - 75 pounds a day for VOC
  - 100 pounds per day for NOx
  - 550 pounds per day for CO
  - 150 pounds per day for SO_2
  - 150 pounds per day for PM10
  - 55 pounds per day for PM2.5

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_X and/or CO during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[45]
- Maximum daily localized emissions of PM10 and/or PM2.5 during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the project site to exceed 10.4 $\mu g/m^3$ over 24 hours (SCAQMD Rule 403 control requirement).

As discussed below under Methodology, the SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. This analysis uses the screening criteria to evaluate impacts from localized emissions.

44 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2015), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed June 2017.

45 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, (2008). Available: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed March 2017.

Operational Emissions

The SCAQMD has established numerical emission indicators of significance for operations. The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[46] The SCAQMD has established numeric indicators of significance in part based on Section 182(e) of the Clean Air Act which identifies 10 tons per year of VOC as a significance level for stationary source emissions in extreme non-attainment areas for ozone.[47] As shown in Table 4.2-3, the Air Basin is designated as extreme non-attainment for ozone. The SCAQMD converted this significance level to pounds per day for ozone precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The numeric indicators for other pollutants are also based on Federal stationary source significance levels. Based on the indicators in the SCAQMD CEQA Air Quality Handbook, the project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional operational emissions exceed any of the following SCAQMD prescribed daily regional emissions thresholds:[48]
  - 55 pounds a day for VOC
  - 55 pounds per day for NOx
  - 550 pounds per day for CO
  - 150 pounds per day for SO_2
  - 150 pounds per day for PM10
  - 55 pounds per day for PM2.5

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. Impacts would be considered significant if the following were to occur:

- Maximum daily localized emissions of NOx and/or CO during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[49]
- Maximum daily localized emissions of PM10 and/or PM2.5 during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the project site to exceed 2.5 $\mu g/m^3$ over 24 hours (SCAQMD Rule 1303 allowable change in concentration).

46 South Coast Air Quality Management District, CEQA Air Quality Handbook (1993) 6-2.
47 South Coast Air Quality Management District, CEQA Air Quality Handbook (1993) 6-1.
48 South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, (March 2015), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed June 2017.
49 Ibid.

As discussed below under Methodology, the SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. This analysis uses the SCAQMD screening criteria to evaluate impacts from localized emissions.

Carbon Monoxide Hotspots

With respect to the formation of CO hotspots, the project would be considered significant if the following would occur:

- The project would cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively.

Toxic Air Contaminants

Based on criteria set forth by the SCAQMD, the project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following were to occur:[50]

- The project would emit carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

As discussed previously, construction impacts from TACs are evaluated quantitatively in a refined Health Risk Assessment (HRA) due to the use of heavy-duty, diesel equipment. For operations, the impacts are analyzed quantitatively due to the anticipated sources of TACs associated with operation of the proposed land uses.

Odors

With respect to odors, the project would be considered significant if it created objectionable odors affecting a substantial number of people.

4.2.5 Methodology

The evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the project is conducted as follows. Additional details are provided in the Air Quality Technical Report in Appendix B.

Consistency with Air Quality Management Plan

SCAQMD is required, pursuant to the CAA, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and $PM_{2.5}$). SCAQMD's 2012 Air Quality Management Plan contains a comprehensive list of pollution control strategies directed at

[50] South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants), (1993); SCAQMD Air Quality Significance Thresholds, (March 2011), http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed June 2017.

reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by the SCAG. As part of its air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide and the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, which provide the basis for the land use and transportation components of the AQMP and are used in the preparation of the air quality forecasts and the consistency analysis included in the AQMP. Both the Regional Comprehensive Plan and Air Quality Management Plan are based, in part, on projections originating with county and city General Plans.

The 2012 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed SCAQMD's significance thresholds. As noted above, while the 2016 AQMP was adopted by the SCAQMD and CARB, it has not been yet received USEPA approval for inclusion in the SIP. Therefore, until such time as the 2016 AQMP is approved by the USEPA, the 2012 AQMP remains the applicable AQMP.

Construction Impacts

Construction of the project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators, and through vehicle trips generated from workers and haul trucks traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NOx, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions are estimated using CalEEMod (Version 2016.3.1) software, an emissions inventory software program recommended by the SCAQMD. CalEEMod is based on outputs from OFFROAD and EMFAC, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis were adjusted to be project-specific based on equipment types and the construction schedule. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in the Air Quality Technical Report (Appendix B).

Project design features are also incorporated into the construction emissions analysis. Use of USEPA Tier 4 emissions compliant equipment would reduce regional and localized pollutant emissions.

Construction of the project is estimated to require 29 months, starting as early as the first quarter of 2019. Subphases of construction would include demolition of the paved surfaces, grading, foundations, building construction, paving, landscaping, and architectural coatings. Demolition activities would generate approximately 35,000 cubic yards of concrete debris and excavation will generate about 261,000 cubic yards of soils, both of which will be recycled and balanced on-site. Heavy-duty equipment and vendor supply trucks would be used during construction activities. The maximum daily regional emissions from these activities are estimated by construction phase and compared to the SCAQMD significance thresholds. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of project construction.

The localized effects from the portion of the construction emissions are evaluated based on mass emission rate look-up tables, or localized significance thresholds (LST) look-up tables, for nearby sensitive receptor locations potentially impacted by the project according to the SCAQMD's Localized Significance Threshold Methodology.[51] Of note, the SCAQMD LST Look-up tables contains thresholds for projects of one acre, two acres and five acres, which has higher thresholds for bigger project size, i.e., the allowed maximum daily emission rates increase as the project size increase from one to five acres. This project is bigger than five acres, so assumptively the allowed daily emission rates would be greater than the thresholds presented in the LST Look-up tables, but as a screening analysis, we conservatively used the SCAQMD screening criteria for a five-acre site to evaluate impacts from localized operational emissions. If daily emission rate exceedance is identified through the screening analysis, it does not necessarily mean that the project impact is significant, rather refined dispersion modeling shall be conducted to compare the project impact to the localized pollutant concentration significance thresholds. The localized significance thresholds are only applicable to NO_X, CO, PM10, and PM2.5. Construction emissions from this project were compared to the construction LSTs for a 5-acre site in the SCAQMD SRA 7 and at 100-meter receptor distance off-site.

Operational Impacts

Besides retail, office and hotel operations, the creative industrial portion of the project might include entertainment company's storage facility for equipment and clothing, regional equipment storage/distribution/rental centers, and light assembly industry. The exact type of tenants to be located on project site is unknown, but heavy industry is unexpected. The analysis quantified emissions from the following operational sources: vehicle trips traveling to and from the project site; area sources such as natural gas combustion, landscaping equipment, and use of consumer products; and an emergency backup generator at the hotel. Operational impacts were assessed for

[51] South Coast Air Quality Management District, Localized Significance Thresholds, (2003, revised 2008), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed June 2017.

the project buildout year of 2020 (i.e., as early as 2020 assuming construction begins at the earliest possible time in the first quarter of 2019).

The operational emissions were also estimated using the CalEEMod software to forecast the project's daily regional emissions from mobile and area sources that would occur during long-term project operations. Mobile source emissions are based on the trip generation rates provided in the project's Transportation Study, which accounts for trip reductions from public transportation options.[52] In calculating mobile-source emissions, the trip length values were based on the distances provided in CalEEMod. For industrial portion of the project, the trip counts in the Traffic Study (Appendix J) did not differentiate the truck trips from the other vehicle trips. Compared to other land use types, the project's industrial portion of the land use could attract more truck trips and thus have more air emissions. Based on the Institute of Transportation Engineers (ITE, 9th edition), this analysis assumed truck trips account for 13 percent (the average value for industrial park, per ITE) of the total trips for the industrial land use portion, and also conservatively assumed that all trucks are heavy-heavy duty (HHD), and adjusted the CalEEMod default fleet mix accordingly. Also, based on SCAG's 2012 Regional Model for flat terrain, the passenger car equivalent (PCE) factor of 2.5 was used to estimate the total HHD truck trips to the industrial portion of the project would be 135 trucks per day.

Area source emissions are based on natural gas (building heating and water heaters), architectural coatings, landscaping equipment, and consumer product usage (including paints) rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone.[53] However, since the data from the CEUS is from 2002, correction factors are incorporated into CalEEMod to account for the appropriate version of the Title 24 Building Energy Efficiency Standards in effect.

An outdoor natural gas fireplace would result in criteria pollutants emissions, which were calculated based on USEPA AP-42 emission factors for natural gas combustion.

At the time of this report, the emergency backup generator had not been selected for the hotel yet. Based on the number of hotel rooms, we assumed the emergency generator will have a 350 kW diesel engine. The emergency generator emissions were calculated based on compliance with the Tier 4 emissions standards and compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. This analysis also assumed that the generator will operate two hours per day and 50 hours per year for testing and maintenance (per SCAQMD Rule 1470 limit). The emission factors used in the calculations include the Tier 4 emission standards for VOC and NOx, SCAQMD Rule 1470 limits for CO, PM10 and PM2.5, and AP-42 Table 3.4-1 emission factor for SO_2.

52 Traffic Impact Study for the Avion Mixed Use Development project, Fehr and Peers, September 2017.

53 California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/Chart.aspx. Accessed March 2017.

Operational air quality impacts were assessed based on the incremental increase in emissions compared to baseline conditions. As discussed previously, the project site is partially developed with surface parking lots, only a small portion of it is being used for vehicle storage, and therefore does not generate substantial air pollutant emissions. As a conservative approach, this air quality analysis assumed the baseline emissions are zero. The maximum daily emissions from operation of the project are compared to the SCAQMD daily regional significance thresholds.

The localized effects from the operational emissions were evaluated at nearby sensitive receptor locations potentially impacted by the project according to the SCAQMD's Localized Significance Threshold Methodology, which relies on mass emission rate screening tables. Similar to construction, the SCAQMD LST operational screening criteria applicable to a 5-acre site in SRA 7 with sensitive receptors distance of 100 meters was used.

The potential for the project to cause or contribute to CO hotspots was evaluated by comparing project intersections (both intersection geometry and traffic volumes) from the project Traffic Study[54] with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations.

Toxic Air Contaminants Impacts (Construction and Operations)

To assess the risk of potential negative health outcomes (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions during the project's construction and operation, a refined quantitative HRA was prepared. The HRA evaluated the potential for increased health risks for off-site sensitive receptors due to the proposed project activities. Detailed parameters and calculations for HRA are provided in Appendix B.

The greatest potential for TAC emissions during project construction will be related to DPM emissions associated with heavy-duty equipment during demolition, excavation and grading activities, building construction, paving and architectural coating. Construction activities associated with the project will be sporadic, transitory, and short term in nature. The construction HRA was performed in accordance with the revised OEHHA *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA Guidance).[55] The analysis incorporates the estimated construction emissions and dispersion modeling using the USEPA AMS/EPA Regulatory Model (AERMOD) model with meteorological data from the closest SCAQMD meteorological monitoring station. Health impacts from construction were evaluated quantitatively.

As mentioned above, the project would include retail, office, and hotel uses, the creative industrial portion of the project might include entertainment company's storage facility for equipment and clothing, regional equipment storage/distribution/rental centers, delivery fulfillment center, or light assembly industry. However, specific tenants to be located on project site is not known at this time. The zoning of the project (Planned Development - Development Review for the warehouse, office, and retail/restaurant buildings; and a Tentative Tract Map to

54 Traffic Impact Study for the Avion Mixed Use Development project, Fehr and Peers, July 2018

55 Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, (2015).

subdivide the project site into separate legal lots for future sale, lease, or financing) does not allow heavy industry. Any sizable stationary emission sources will be subject to air permitting with the SCAQMD and their TACs impact will be minimized in accordance with SCAQMD Rule 1401 (New Source Review of Toxic Air Contaminants). Therefore, this HRA only assessed the impacts of DPM emissions from daily heavy-duty delivery trucks travelling to the project site, truck idling at the loading docks, and from emergency generator at the hotel. TACs emissions from the other miscellaneous area sources and the natural gas fireplace would be trivial and thus not included in the HRA. Operational health impacts were evaluated quantitatively for all sources of DPM.

For this risk assessment, AERMOD dispersion model output was converted into specific cancer risks and non-cancer chronic health hazard impacts. Health impacts addressed construction and operational DPM emissions and the effects on nearby sensitive uses (residential). The Air Quality Technical Report contains the detailed AERMOD dispersion modeling and HRA calculations.

4.2.6 Impact Analysis

Project Design Features

The project incorporates many project design features (PDFs) that would reduce construction emissions and target sustainable site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. PDFs are part of the project design, and are not mitigation measures. The PDFs proposed for the project include, but are not limited to the following:

PDF-AIR-1: Construction Features. Construction equipment operating at the project site will be subject to the following requirements, which shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment:

- The project will require all off-road diesel equipment greater than 50 horsepower (hp) used for this project to meet USEPA Tier 4 off-road emission standards or equivalent. Welders shall also meet USEPA Tier 4 off-road emission standards or shall be electric-powered. This PDF shall reduce diesel particulate matter and NOx emissions during construction activities.

PDF-AIR-1: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate that the project is designed to meet mandatory CAL Green Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project shall incorporate the following energy and emission saving features:

- CAL Green Tier 1 requires recycle and/or salvage at least 65 percent of non–hazardous construction and demolition debris. The project shall recycle and balance on-site all non–hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).

- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
- The applicant will contribute to BurbankBus
- The project shall include passive cooling/heating features.
- The project shall include pre-wiring for solar panels.
- The project shall encourage the use of alternative modes of transportation by installing the pre-wiring for 144 electric vehicle charging stations, providing four bike share stations and increased access to the e Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use at the Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.

Project Impacts

Air Quality Management Plan

Impact Statement 4.2-1: Project construction would not conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP. Due to exceedance of SCAQMD's regional significance threshold for NOx, operation of the project would potentially conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP (Significant and Unavoidable Impact with Mitigation).

Construction

Under this criterion, the SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related, such as resultant employment or residential units) upon which the air quality plan is based. The project would result in an increase in short-term employment compared to existing conditions. Although the project will require many workers over the construction process, these jobs are temporary in nature. Construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP with potential applicability to short-term emissions from construction activities include strategies intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating replacement of older, emissions-prone engines with newer engines meeting more stringent emission standards. The project would utilize off-road diesel equipment greater than 50 hp that meet USEPA Tier 4 off-road emission standards, as per PDF-AIR-1. Additionally, the project would comply with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment. The project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operations

The AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

The project site is located in Burbank and currently has two zoning designations, Golden State Commercial/Industrial and Airport. As previously stated, the project would require a General Plan Amendment to change the land use designation from Airport to Golden State Commercial/Industrial for the western most 18-acre portion of the approximately 61-acre site. The project would redevelop the underutilized land into a mixed campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for 144 electric vehicle charging stations, four bike share stations, and bicycle parking, and dedicating 60 parking stalls for use at the Metrorail Link station, as per PDF-AIR-2. The project site is currently serviced by multiple bus routes provided by Los Angeles Metro and Burbank Bus, it will provide two more bus stops upon project buildout, one along North Hollywood Way and North San Fernando Boulevard. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando, providing on-street bike infrastructure along North Hollywood Way and Tulare Avenue, as well as contributing fair share funding to local transit in order to expand service to the project. The project would also provide green street improvements along Tulare and North Kenwood Street. The project would also provide safe access and connectivity for pedestrians and bicyclists to the Burbank Airport-North Metrolink Station. Overall, these project characteristics have the potential to reduce single occupancy vehicle trips and their associated criteria pollutant emissions. **Table 4.2-4**, *Project Consistency with the Burbank2035 General Plan Air Quality Goals and Policies* summarizes the measures and features the project would incorporate to be consistent with the air quality goals and policies of the City's General Plan.

Project construction would generate short-term employment resulting in approximately 1,440 direct (on-site) jobs. When the project is fully operational it would generate approximately 2,119 direct (on-site) jobs. According to SCAG, Burbank's forecast for population, household, and employment growth for the period between 2012 and 2040 is 15,400, 5,900, and 38,200, respectively. The estimated number of employees generated by the project are within SCAG's employment growth assumptions for Burbank. As such, the project would not generate growth beyond the range of development anticipated within the established SCAG regional forecast for Burbank. The project would not increase or induce residential density growth not otherwise anticipated.

As discussed in Impact 4.2-2 and Impact 4.2-3 below, peak daily NOx emissions from project operations would exceed the SCAQMD regional significance thresholds. Thus, the project would conflict with or obstruct implementation of the AQMP, and impacts would be significant.

TABLE 4.2-4
PROJECT CONSISTENCY WITH THE *BURBANK2035 GENERAL PLAN* AIR QUALITY GOALS AND POLICIES

Goal: Reduction of Air Pollution	Consistency
Policy: Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable State and Federal air quality and climate change programs.	Consistent: The project is served by a high level of public transit. The project is approximately 0.9 miles from the existing Burbank Airport-North Metrolink Station and will be adjacent to the Burbank Airport-North Metrolink station. In addition, there will be three local Metro bus stops, with on existing and two added by the project, adjacent to the project site. Mitigation measures would also be implemented to encourage the use of public transit. Also, contribute fair share funding towards higher frequency of transit service for project site.
Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	Consistent: The project would incorporate PDFs for construction and operation to reduce air quality impacts. For construction, the project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (this applies to operations as well). For operations, the project would incorporate mandatory and voluntary measures of the CAL Green Code. The project would reduce energy and water consumption, plant approximately 900 trees, provide electric vehicle charging stations, four bike share stations, and connectivity to the Burbank Airport-North Metrolink station.
Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	Consistent: The project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions.
Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, car-sharing programs and shuttle system. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent: The project would install the prewiring for 144 electric vehicle charging stations, provide four bike sharing stations, and provide on street bicycle infrastructure along North Hollywood Way and Tulare Avenue. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the citywide Transportation Management Organization and contribute fair share funding towards higher frequency of transit service for the project site. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.
Goal: Sensitive Receptors	
Policy: Mitigate emissions from retail food grilling and barbecuing (indoor and outdoor) through use of industry-specific equipment	Consistent: The project would include restaurants as part of its retail land use. The restaurants would comply with industry specific equipment to reduce emissions from grilling and barbecuing.
Require business that cause air pollution to provide pollution control measures.	Consistent: The creative industrial spaces would generate daily trips from heavy-duty diesel delivery trucks. Mitigation measures would be implemented to reduce emissions during loading/unloading activities. Potential measures include requiring signage to be posted at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time and requiring loading docks or dedicated delivery areas to provide electrical provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such projects shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections. Also, project site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling policy. Any other emission sources from the future tenants will be contained by the air permitting program of the SCAQMD.

Mitigation Measures

Project construction is less than significant with implementation of PDF-Air-1, therefore, no mitigation measures are needed for project construction. For project operation, however, peak daily emissions of NOx would exceed the SCAQMD regional daily threshold. As shown in Table 4.2-6 below, mobile source emissions from employees and visitors traveling to the project contribute the majority of NOx emissions, therefore, the following mitigation measures shall be applied to mitigation impact from mobile sources:

> **MM AIR-1:** All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) and contribute fair share funding towards higher frequency of transit service for the project site., to help further reduce VMT emissions.
>
> **MM AIR-2:** Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Such operations shall be required to post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time. Also, site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement.
>
> **MM AIR-3:** Future commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such operations shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.

Significance after Mitigation: Using CAPCOA methodology, assuming 20 percent of the future employees are eligible for participating in the City's TMO, mitigation measure MM-AIR-1 could potentially reduce employee VMT by approximately 3 percent. Mitigation measures MM-AIR-2 and MM-AIR-3 would reduce on-site NOx emissions from trucks idling. Predictions on the extent to which these required mitigation measures would reduce operational NOx emission would be speculative. However, given that the project's unmitigated peak daily NOx emissions during operation are more than twice the corresponding SCAQMD regional significance thresholds, the project's NOx emissions will likely remain significant even with implementation of these mitigation measures. Therefore, the conclusion remains that due to exceedance of SCAQMD's regional significance threshold for NOx, operation of the project would potentially conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP. (Significant and Unavoidable Impact with Mitigation)

Regional Impacts

Impact Statement 4.2-2: Construction of the project would not exceed the applicable SCAQMD significance thresholds. Operation of the project would exceed the SCAQMD daily significance threshold for regional NOx. Therefore, impacts related to regional emissions of NOx from operation of the project would be significant. (Significant and Unavoidable Impact with Mitigation)

Construction

The worst-case daily construction emissions were calculated as maximum daily construction emissions (pounds per day) for each phase by year. Some project construction phases overlap, and the maximum daily emissions are predicted values for the worst-case day and do not represent the emissions that would occur for every day of construction. Results of the criteria pollutant calculations are presented in **Table 4.2-5**, *Maximum Unmitigated Regional Construction Emissions*. These calculations include appropriate dust control measures required to be implemented during each phase of development, as required by SCAQMD Rule 403 (Control of Fugitive Dust).

As shown in Table 4.2-6, construction-related daily emissions for the criteria and precursor pollutants (VOC, NOx, CO, SO_X, PM10, and PM2.5) would be below SCAQMD significance thresholds. Therefore, with respect to regional emissions from construction activities, impacts would be less than significant.

Operations

Operational criteria pollutant emissions were calculated for area, energy, mobile and stationary sources for the project buildout year of 2020. Daily trip generation rates for the project were provided by the project traffic study[56] and include trips associated with the proposed mixed used campus.

Results of the criteria pollutant calculations are presented in **Table 4.2-6**, *Maximum Unmitigated Regional Operational Emissions.* The operational daily emissions for the criteria and precursor pollutants (VOC, CO, SO_X, PM10, and PM2.5) would be below the SCAQMD thresholds of significance; however, the project would exceed the regional emissions threshold for NOx. Because the project site is currently partially developed with surface parking lot and does not generate criteria pollutants, this analysis took the conservative approach of counting all emissions as net new. This result was thus expected given that this a relatively large project.

56 Traffic Impact Study for the Avion Mixed Use Development project, Fehr and Peers, July 2018

TABLE 4.2-5
MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)[a]

Source	VOC	NOX	CO	SO_2	PM10[b]	PM2.5[b]
Demolition -Phase 1 - 2018	<1	6	33	<1	21	3
Grading-Phase 1 - 2018	4	16	129	<1	8	4
Drainage/Utilities/Trenching-Phase 1 - 2018	<1	3	24	<1	<1	<1
Foundation-Phase 1 - 2018	2	18	74	<1	1	<1
Drainage/Utilities/Trenching-Phase 2 - 2018	<1	2	19	<1	<1	<1
Foundation-Phase 2 - 2018	1	9	57	<1	<1	<1
Foundation-Phase 2 - 2019	1	9	57	<1	<1	<1
Paving-Phase 1 - 2018	<1	4	30	<1	<1	<1
Paving-Phase 1 - 2019	<1	4	29	<1	<1	<1
Building Construction-Phase 1 - 2018	6	12	91	<1	7	2
Building Construction-Phase 1 - 2019	5	12	88	<1	7	2
Building Construction-Phase 2 - 2019	3	11	54	<1	3	1
Building Construction-Phase 2 - 2020	3	10	53	<1	3	1
Architectural Coating-Phase 1 - 2019	55	9	24	<1	1	<1
Landscaping-Phase 1 - 2019	<1	8	19	<1	<1	<1
Paving-Phase 2 - 2020	2	2	18	<1	<1	<1
Landscaping-Phase 2 - 2020	<1	4	8	<1	<1	<1
Architectural Coating-Phase 2 - 2020	7	5	16	<1	<1	<1
Overlapping Phases						
2018: Phase 1 (Demolition + Grading)	5	22	162	<1	29	7
2018: Phase 1 (Demolition + Drainage/Utilities/Trenching)	4	18	153	<1	<1	<1
2018: Phase 1 (Foundation + Drainage/Utilities/Trenching)	2	20	93	<1	8	4
2018: Phase 1 (Foundation + Paving) + Phase 2 (Foundation)	4	31	160	<1	<1	<1
2018: Phase 1 (Building Construction + Paving) + Phase 2 (Foundation)	8	25	177	<1	1	<1
2019: Phase 1 (Building Construction + Paving) + Phase 2 (Foundation)	7	24	174	<1	<1	<1
2019: Phase 1 (Building Construction + Paving + Architectural Coating) + Phase 2 (Building Construction)	64	35	195	<1	2	<1
2019: Phase 1 (Landscaping + Architectural Coating) + Phase 2 (Building Construction)	59	27	96	<1	<1	<1
2020: Phase 2 (Paving + Landscaping + Architectural Coating)	9	11	41	<1	<1	<1
Maximum Daily Emissions [c]	**64**	**35**	**195**	**<1**	**29**	**7**
SCAQMD Thresholds	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Combined rows account for overlapping emissions from the listed activities. Detailed emissions calculations are provided in Appendix B. Construction start dates are considered conservative, as construction equipment emissions are reduced over time with the improvement of energy efficiency and reduction of emissions for equipment.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

[c] Analysis accounted for emissions from overlapping phases.

SOURCE: ESA, 2017

TABLE 4.2-6
MAXIMUM UNMITIGATED REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_X	PM10	PM2.5
Area	27	<1	<1	<1	<1	<1
Energy	<1	4	4	<1	<1	<1
Mobile	19	113	256	1	65	18
Stationary Sources (Emergency Generator)	<1	<1	4	<1	<1	<1
Maximum Daily Emissions	47	118	264	1	66	19
SCAQMD Regional Significance Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
SOURCE: ESA, 2017

In reality, many future employees and visitors to the amenities provided by the project likely already travel within the Air Basin and generate mobile-source emissions there. For example, a new mixed use campus development implemented pursuant to the project could redistribute existing vehicle trips from a similar existing mixed-use campus development. In such cases, regional mobile source emissions could be unchanged or even reduced if the new mixed-use campus development is located closer to customers compared to the existing retail development. It is unknown at this time to what extent new developments implemented pursuant to the project would result in net new emissions or would relocate or redistribute existing sources of emissions. As such, the NOx emissions shown in Table 4.2-6 are based on the highly conservative assumption that operation of the land uses proposed under the project would result in all net new emissions. It is likely that the actual incremental increase in regional emissions from operation of the land uses proposed under the project could be substantially lower. Nevertheless, impacts related to regional emissions from operation of the project would be potentially significant, requiring mitigation.

Since operation of the project would potentially exceed the regional significance thresholds for NOx, the project could contribute to health impacts related to these pollutants. Because NOx is an ozone precursor emission, the project could contribute to impacts related to regional ozone formation and related ozone health impacts. As described above, potential health effects could result from exposure to pollutant concentrations in excess of applicable ambient air quality standards for ozone and NOx including but, not limited to, irritation of the lungs, nose, and throat, coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise, potential aggravation of lung and heart problems, and may increase susceptibility to respiratory infections, especially in people with asthma. However, due to the dispersive effects of meteorology (wind, temperature, humidity, etc.) and the geographic distribution of the emissions, an exceedance of a mass emissions numeric indicator from project-related activities does not necessarily result in exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

Project operational emissions would be regional in nature as they would occur over a relatively large area from multiple individual developments associated within the project's approximately 61-acre site. As shown in Table 4.2-6, the majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. In addition, ground-level ozone formation occurs through a complex photo-chemical reaction between NOx and VOCs in the atmosphere with the presence of sunlight, the impacts of ozone are typically considered on a basin-wide or regional basis instead of a localized basis. According to CARB, anthropogenic sources of emissions in the Air Basin emit a total of approximately 514 tons of NOx per day.[57] Table 4.2-6 indicates that maximum operational emissions from the project could be up to 0.059 tons (117 pounds) of NOx per day. This represents approximately 0.011 percent of the Air Basin's NOx emissions. As noted above, this assumes that all project emissions are considered net new emissions, which is a highly conservative assumption that likely overestimates the project's actual incremental increase in regional emissions. Given that the project's emissions would constitute a very small portion of the Air Basin's emissions and would occur over a relatively large area (primarily due to motor vehicles traveling on regional roadways) and given that meteorological effects, such as wind, would disperse the pollutants, it is unlikely that the exceedance of the NOx regional threshold from operations would result in a measurable increase in the respective pollutant concentrations in proximity to the project area or elsewhere in the Air Basin to a degree that measureable heath impacts would result.

Mitigation Measures:

Project construction impact is less than significant with implementation of PDF-AIR-1, therefore, no mitigation measures are needed for project construction.

Project operational impact is significant due to NOx emissions exceeding the corresponding SCAQMD regional significance threshold. Therefore, mitigation measures MM AIR-1, MM AIR-2, MM AIR-3 shall be applied to reduce operational impact from the biggest NOx emission sources – mobile (vehicular) sources. It should be noted that the scenario analyzed presented conservative, worst-case emissions and that numerical exceedances of mass emissions thresholds do not equal a violation of ambient air quality standards.

Significance after Mitigation: Using CAPCOA methodology, assuming 20 percent of the future employees are eligible for participating in the City's TMO, mitigation measure MM AIR-1 could potentially reduce employee VMT by approximately 3 percent. Mitigation measures MM AIR-2 and MM AIR-3 would reduce on-site NOx emissions from trucks idling. Predictions on the extent to which these required mitigation measures would reduce operational NOx emission would be speculative. However, given that the project's unmitigated peak daily NOx emissions are more than twice the corresponding SCAQMD regional significance thresholds, the project's NOx emissions will likely remain significant even with implementation of these mitigation measures. Therefore, the conclusion remains that regional impacts during operation of the project would be

[57] 2016 SIP Emission Project Data, 2012 Estimated Annual Average Emissions for South Coast Air Basin. CARB 2016. https://www.arb.ca.gov/app/emsinv/2017/emssumcat_query.php?F_YR=2012&F_DIV=0&F_SEASON=A&SP=SIP105ADJ&F_AREA=AB&F_AB=SC#7 Accessed on September 28, 2017.

significant and unavoidable even with incorporation of all feasible mitigation measures. (Significant and unavoidable with mitigation)

Cumulatively Considerable Non-Attainment Pollutants

Non-Attainment Criteria Pollutants

Impact Statement 4.2-3: The South Coast Air Basin is designated as non-attainment for O_3, PM10, and PM2.5 under Federal and/or State ambient air quality standards. Construction of the project would not exceed the applicable SCAQMD significance thresholds for ozone precursor emissions (i.e., VOCs and NOx), PM10, or PM2.5. The project's peak daily operations emissions for NOx would exceed the SCAQMD regional significance threshold. Because of this exceedance, the project may contribute incrementally to regional ozone and therefore may result in potentially significant impacts. (Significant and Unavoidable Impact with Mitigation)

Construction

The project would result in the emission of criteria pollutants for which the project area is in non-attainment during construction. A significant impact may occur if a project would add a cumulatively considerable contribution of a Federal or State non-attainment pollutant. The Air Basin is currently in non-attainment under Federal or State standards for ozone, PM10, and PM2.5. The emissions from construction of the project are not predicted to exceed any applicable SCAQMD regional or local impact threshold and therefore, are not expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Therefore, the project would not result in a cumulatively considerable net increase for non-attainment pollutants or ozone precursors and would result in a less than significant impact for construction emissions.

Operation

Future operations would generate ozone precursors (i.e., VOCs and NOx), CO, SO_2, PM10, and PM2.5. As discussed above, the project would exceed the SCAQMD's regional significance threshold for NOx but would not exceed localized significance thresholds. It is not possible to determine regional ozone impacts from a project's ozone precursor emissions. Nonetheless, as the project would have maximum daily emissions that exceed the thresholds for NOx, implementation of the project would contribute incrementally to regional ozone and NO_2, and therefore might result in potentially significant impacts.

Mitigation Measures:

As discussed above, with implementation of PDF AIR-1, project construction impact is less than significant, and no mitigation measures are needed.

Project operation may result in cumulatively significant impacts to the regional non-attained ozone, due to NOx (an ozone precursor) emissions exceeding the corresponding SCAQMD regional significance threshold. Therefore, mitigation measures MM AIR-1, MM AIR-2, and MM AIR-3 shall be applied to reduce operational impact from the biggest NOx emission sources – mobile (vehicular) sources.

Significance after Mitigation: Using CAPCOA methodology, assuming 20 percent of the future employees are eligible for participating in the City's TMO, mitigation measure MM AIR-1 could potentially reduce employee VMT by approximately 3 percent. Mitigation measures MM AIR-2 and MM AIR-3 would reduce on-site NOx emissions from trucks idling. Predictions on the extent to which these required mitigation measures would reduce operational NOx emission would be speculative. However, given that the project's unmitigated peak daily NOx emissions are more than twice the corresponding SCAQMD regional significance thresholds, the project's NOx emissions will likely remain significant even with implementation of these mitigation measures. Therefore, even with incorporation of all feasible mitigation measures, the project operation would still result in a cumulatively considerable net increase of NOx, impacts associated with operation of the project would remain significant and unavoidable with mitigation measures. (Significant and Unavoidable Impact with Mitigation).

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Impact Statement 4.2-4: Construction and operation of the project would not exceed the localized significance thresholds at off-site sensitive receptors. The project would not cause or contribute to an exceedance of the CAAQS one-hour or eight-hour CO standards of 20 or 9.0 parts per million (ppm), respectively. Therefore, CO hotspots impacts would be less than significant. Construction of the project would not generate emissions of TACs (i.e., diesel particulate matter) that would result in a significant health impact to off-site sensitive receptors. Operation of the project would not include permanent sources (equipment, etc.) that would generate substantial long-term TAC emissions in excess of the health risk thresholds. Therefore, construction and operational TAC impacts would be less than significant. (Less than Significant Impact)

Localized Construction Emissions

The localized construction air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008).[58] The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the project. As previously discussed, SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the project. The thresholds are based on applicable short-term (24-hrs) CAAQS and NAAQS.

Using the Localized Significance Threshold Methodology, the results of the analysis determined localized project-related construction emissions would be below the SCAQMD thresholds of significance. Results of the pollutant calculations are presented in **Table 4.2-7**, *Maximum Unmitigated Localized Construction Emissions*. The emissions for increase in construction-related daily emissions for the criteria and precursor pollutants (NOx, CO, PM10, and PM2.5)

[58] South Coast Air Quality Management District, Localized Significance Thresholds, (2003, revised 2008), http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed March 2017.

would be substantially below the SCAQMD thresholds of significance. Therefore, project-related localized construction emissions would result in a less than significant impact.

TABLE 4.2-7
MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY)[a]

Source	NO_x	CO	PM10[b]	PM2.5[b]
Demolition -Phase 1 - 2018	5	32	21	3
Grading-Phase 1 - 2018	15	126	7	4
Drainage/Utilities/Trenching-Phase 1 - 2018	2	23	<1	<1
Foundation-Phase 1 - 2018	10	69	<1	<1
Drainage/Utilities/Trenching-Phase 2 - 2018	2	18	<1	<1
Foundation-Phase 2 - 2018	7	55	<1	<1
Foundation-Phase 2 - 2019	7	55	<1	<1
Paving-Phase 1 - 2018	2	28	<1	<1
Paving-Phase 1 - 2019	2	28	<1	<1
Building Construction-Phase 1 - 2018	9	62	<1	<1
Building Construction-Phase 1 - 2019	9	62	<1	<1
Building Construction-Phase 2 - 2019	9	45	<1	<1
Building Construction-Phase 2 - 2020	9	45	<1	<1
Architectural Coating-Phase 1 - 2019	8	19	<1	<1
Landscaping-Phase 1 - 2019	7	18	<1	<1
Paving-Phase 2 - 2020	1	17	<1	<1
Landscaping-Phase 2 - 2020	3	7	<1	<1
Architectural Coating-Phase 2 - 2020	4	14	<1	<1
Overlapping Phases				
2018: Phase 1 (Demolition + Grading)	20	158	28	7
2018: Phase 1 (Demolition + Drainage/Utilities/Trenching)	17	149	7	4
2018: Phase 1 (Foundation + Drainage/Utilities/Trenching)	11	88	<1	<1
2018: Phase 1 (Foundation + Paving) + Phase 2 (Foundation)	19	152	<1	<1
2018: Phase 1 (Building Construction + Paving) + Phase 2 (Foundation)	18	145	<1	<1
2019: Phase 1 (Building Construction + Paving) + Phase 2 (Foundation)	18	145	<1	<1
2019: Phase 1 (Building Construction + Paving + Architectural Coating) + Phase 2 (Building Construction)	28	154	<1	<1
2019: Phase 1 (Landscaping + Architectural Coating) + Phase 2 (Building Construction)	24	81	<1	<1
2020: Phase 2 (Paving + Landscaping + Architectural Coating)	9	38	<1	<1
Maximum	28	158	28	7
SCAQMD Thresholds[c]	98	2599	56	15
Exceed Threshold?	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Combined rows account for overlapping emissions from the listed activities. Detailed emissions calculations are provided in Appendix B.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

[c] The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a 5-acre site within a 100-meter receptor distance for construction activities. The LST for NOx is adjusted based on the Federal NAAQS 1-hour standard (accounted for the standard change from 180 ppb to 100 ppb. SOURCE: ESA, 2017

Localized Operational Emissions

The project's localized operational air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine localized operational emissions thresholds for the project. The maximum daily increase in localized emissions and localized significance thresholds are presented in **Table 4.2-8**, *Maximum Unmitigated Localized Operational Emissions*. As shown therein, the increase in maximum localized operational emissions for sensitive receptors would be substantially below the localized thresholds for NOx, CO, PM10, and PM2.5. Therefore, with respect to localized operational emissions, impacts would be less than significant.

TABLE 4.2-8
MAXIMUM UNMITIGATED LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY)[a]

Source	NOx	CO	PM10	PM2.5
Area	<1	<1	<1	<1
Energy	4	3	<1	<1
Mobile (Truck Idling)	4	<1	<1	<1
Stationary Sources (Emergency Generator)	<1	4	<1	<1
Maximum Daily Emissions	8	8	<1	<1
SCAQMD Localized Significance Thresholds	98	2,599	14	4
Exceeds Threshold?	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
b The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a 5-acre site within a 100-meter receptor distance for operational activities. The LST for NOx is adjusted based on the Federal NAAQS 1-hour standard (accounted for the standard change from 180 ppb to 100 ppb.

SOURCE: ESA, 2017

Carbon Monoxide Hotspots

The potential for the project to cause or contribute to CO hotspots is evaluated by comparing project intersections (both intersection geometry and traffic volumes) with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As shown previously in Table 4.2-2, CO levels in the project area are substantially below the Federal and State standards. Maximum CO levels in recent years are 3 ppm (1-hour average) and 3.0 ppm (8-hour average) compared to the thresholds of 20 ppm (1-hour average) and 9.0 ppm (8-hour average). CO levels decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels at project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in the 2003 AQMP (Table 4-10 of Appendix V) shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (1-hour average) and 3.2 (8-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing background CO concentrations, the screening values would be 7.6 ppm (1-hour average) and 6.2 ppm (8-hour average).

Based on the project's Traffic Study,[59] of the studied intersections that are predicted to operate at a Level of Service (LOS) D, E, or F under future operational year plus project conditions, one intersection would potentially have peak traffic volumes of approximately 67,130 per day, which is the maximum of this project and is less than the 100,000 vehicles per day in the 2003 AQMP. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which would not exceed the thresholds. Thus, this comparison demonstrates that the project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The project would result in less than significant impacts with respect to CO hotspots.

Toxic Air Contaminants

Table 4.2-9, *Maximum Incremental Increase in Carcinogenic Risk for Off-Site Sensitive Receptors*, summarizes the carcinogenic risk for the maximum impacted sensitive receptors. **Table 4.2-10,** *Maximum Incremental Increase in Hazardous Index for Off-Site Sensitive Receptor*, summarizes the non-carcinogenic risk for the maximum impacted sensitive receptors. As shown, the maximum incremental increase in cancer risk will be up to approximately 3.97 in one million, which will not exceed the SCAQMD significance threshold of 10 in one million. The chronic health risk from the project are both less than 0.001, well below the significance threshold of 1. Therefore, the project health risk will not result in a potentially significant impact and mitigation measures will not be required.

Mitigation Measures

None required.

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[59] Traffic Impact Study for the Avion Mixed Use Development project, Fehr and Peers, September 2017.

TABLE 4.2-9
MAXIMUM INCREMENTAL INCREASE IN CARCINOGENIC RISK FOR OFF-SITE SENSITIVE RECEPTORS

	Maximum Cancer Risk (# in one million) [a]	
Sensitive Receptor	**Construction and Operation**	**Operation**
Residential Land Use	3.97	1.17
Maximum Individual Cancer Risk Threshold	10	10
Exceeds Threshold?	No	No

Cancer risk values based on a 30-year exposure of maximum levels of DPM. The Construction and Operation risk was calculated assuming a child was born at the beginning of the project construction, and be exposed to both the project construction and operation impacts during those 30 years; Operational risk was calculated assuming a child is born at the beginning of project buildout year of 2020 and be exposed to operational impact for 30 years.
See Appendix B for additional details and modeling data.

SOURCE: ESA, 2017.

TABLE 4.2-10
MAXIMUM INCREMENTAL INCREASE IN HAZARDOUS INDEX FOR OFF-SITE SENSITIVE RECEPTORS

	Chronic Risk Hazard Index (HI) [a]	
Sensitive Receptor	**Construction**	**Operation**
Residential Land Use	0.001	0.0003
Significance Threshold	1.0	1.0
Exceeds Threshold?	No	No

Chronic risk HI values based on the annual maximum levels of DPM divided by the corresponding DPM reference exposure levels (RELs).

SOURCE: ESA, 2017.

Odors

Impact Statement 4.2-5: Implementation of the project would not create objectionable odors affecting a substantial number of people. Construction and operation of the project include creative office and industrial spaces, retail, and a hotel. These land uses are not expected to be a source of off-site odor complaints. Therefore, the project would have a less than significant impact. (Less than Significant Impact)

Construction

Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. As discussed in the Regulatory Setting, Section 4.2.3, SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Therefore, construction of the project would result in less than significant impacts.

Operations

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 project does not include any uses identified by SCAQMD as being associated with substantial odors. Odors associated with project operations would be limited to those associated with waste generation and disposal (e.g., trash cans, dumpsters) and occasional minor odors generated during food preparation activities at restaurants. As a result, the project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the project would not create adverse odors affecting a substantial number of people and impacts would be less than significant.

Mitigation Measures

None required.

4.2.6 Cumulative Impacts

The SCAQMD CEQA Air Quality Handbook states that the "Handbook is intended to provide local governments, project proponents, and consultants who prepare environmental documents with guidance for analyzing and mitigating air quality impacts of projects."[60] The SCAQMD CEQA Air Quality Handbook also states that "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District."[61] The SCAQMD has also provided guidance on an acceptable approach to addressing the cumulative impacts issue for air quality as discussed below:[62]

> *As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

Because the City has not adopted specific citywide significance thresholds for air quality impacts, it is appropriate to rely on thresholds established by the SCAQMD (refer to *CEQA Guidelines* Section 15064.7). While it may be possible to add emissions from the list of related projects and

60 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, p. iii.

61 South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, p. 6-1.

62 South Coast Air Quality Management District, Cumulative Impacts White Paper, Appendix D, http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4, accessed May 2017.

the project, it would not provide meaningful data for evaluating cumulative impacts under CEQA because neither the City nor the SCAQMD have established numerical thresholds applicable to the summation of multiple project emissions for comparison purposes. Additionally, regional emissions from a project have the potential to affect the Air Basin as a whole, and unlike other environmental issue areas, such as aesthetics or noise, it is not possible to establish a geographical radius from a specific project site where potential cumulative impacts from regional emissions would be limited. Meteorological factors, such as wind, can disperse pollutants, often times tens of miles downwind from a project site. Therefore, consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the potential for the project to result in cumulative impacts from regional emissions is assessed based on the SCAQMD thresholds.

Construction

The project would result in emissions of criteria air pollutants for which the region is in non-attainment during both construction and operation. The Air Basin fails to meet ambient air quality standards for O_3, PM10, and PM2.5, and therefore is designated as a "non-attainment" area for these pollutants. SCAQMD has designed significance thresholds to assist the region in attaining the applicable CAAQS and NAAQS, apply to both primary (criteria and precursor) and secondary pollutants (ozone). Although the project site is located in a region that is in non-attainment for ozone, PM10 and PM2.5, the emissions associated with project construction would not be cumulatively considerable, as the emissions would fall below SCAQMD daily regional significance thresholds.

Any quantitative analysis to ascertain daily construction emissions that assumes multiple concurrent construction projects would be speculative. SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality.

With respect to the project's short-term construction-related air quality emissions and cumulative conditions, SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the Federal CAA mandates. Construction of the project would comply with SCAQMD Rule 403 requirement, which focuses on reducing fugitive dust emissions and the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. In addition, the project would utilize off-road equipment that meets Tier 4 emissions standards. 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 in the Air Basin, which would include the cumulative projects in the project Area. Consistent with SCAQMD guidance for cumulative impacts, regional and localized emissions would be less than SCAQMD significance thresholds as shown above in Table 4.2-5 and Table 4.2-7. As such, the project's contribution to cumulatively significant construction air quality impacts would not be cumulatively considerable and cumulative impacts would be less than significant for regional and localized criteria pollutants during construction.

Operations

The SCAQMD's approach for assessing cumulative impacts related to operations or long-term implementation is based on attainment of ambient air quality standards in accordance with the requirements of the CAA and California Clean Air Act. As discussed earlier, the SCAQMD has developed a comprehensive plan, the AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project would add a cumulatively considerable contribution of a Federal or California non-attainment pollutant. Because the Los Angeles County portion of the Air Basin is currently in non-attainment for ozone, PM10, and PM2.5, cumulative projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and the SCAQMD. In particular, Section 15064(h)(3) of the *CEQA Guidelines* provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

> *A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.*

For purposes of the cumulative air quality analysis with respect to *CEQA Guidelines* Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD's adopted AQMP. Because the project operations would exceed the SCAQMD regional significance threshold for NOx, the project might conflict with or obstruct implementation of the AQMP.

Nonetheless, SCAQMD no longer recommends relying solely upon consistency with the AQMP as an appropriate methodology for assessing cumulative air quality impacts. The SCAQMD recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above, peak daily operational-related emissions of NOx would exceed SCAQMD regional significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, implementation of the project may result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur. Therefore, the emissions of non-attainment pollutants and precursors generated by project operation in excess of the SCAQMD thresholds would be cumulatively significant.

Mitigation Measures

As discussed above, with implementation of PDF AIR-1, project construction impact would be less than significant for regional and localized criteria pollutants, therefore no mitigation measures are needed for project construction.

Due to NOx (an ozone precursor) emissions exceeding the corresponding SCAQMD regional significance threshold, project operation may result in cumulatively significant impacts. Therefore, mitigation measures MM-AIR-1, MM-AIR-2 and MM-AIR-3 shall be applied to reduce operational impact from the biggest NOx emission sources – mobile (vehicular) sources.

Project construction would generate short-term employment resulting in approximately 1,440 direct (on-site) jobs. When the project is fully operational it would generate approximately 2,119 direct (on-site) jobs. According to SCAG, Burbank's forecast for population, household, and employment growth for the period between 2012 and 2040 is 15,400, 5,900, and 38,200, respectively. The estimated number of employees generated by the project are within SCAG's employment growth assumptions for Burbank. As such, the project would not generate growth beyond the range of development anticipated within the established SCAG regional forecast for Burbank. The project would not increase or induce residential density growth not otherwise anticipated.

As discussed in Impact 4.2-2 and Impact 4.2-3 below, peak daily NOx emissions from project operations would exceed the SCAQMD regional significance thresholds. Thus, the project might conflict with or obstruct implementation of the AQMP, and impacts would be significant.

Using CAPCOA methodology, assuming 20 percent of the future employees are eligible for participating in the City's TMO, mitigation measure MM AIR-1 could potentially reduce employee VMT by approximately 3 percent. Mitigation measures MM AIR-2 and MM-AIR-3 would reduce on-site NOx emissions from trucks idling. Predictions on the extent to which these required mitigation measures would reduce operational NOx emission would be speculative. However, given that the project's unmitigated peak daily NOx emissions are more than twice the corresponding SCAQMD regional significance thresholds, the project's NOx emissions will likely remain significant even with implementation of these mitigation measures. Therefore, cumulative impacts associated with operation of the project described above would also remain significant and unavoidable even with incorporation of all feasible mitigation measures.

4.3 Cultural Resources

This section provides an assessment of potential impacts related to cultural resources that could result from implementation of the proposed project. The analysis in this section is based, in part, on the *Avion Burbank Project: Cultural Resources Assessment Report* prepared for the proposed project, which is included as Appendix C of this Draft EIR. In addition, a paleontological resources database search was conducted by the Natural History Museum of Los Angeles County (LACM). The results of the paleontological records search are included in Appendix C.

4.3.1 Environmental Setting

Prehistoric Setting

While people are known to have inhabited southern California beginning at least 13,000 years Before Present (B.P.),[63] the first evidence of human occupation in the Upper Santa Clara River Valley area (located approximately 16 miles northwest of the project site) dates to at least 7,000 B.P. and the first occupation of the Los Angeles area dates to at least 9,000 B.P. These occupations are associated with a period known as the Millingstone Cultural Horizon (7,000–4,000 B.P).[64] Departing from the subsistence strategies of their nomadic big-game hunting predecessors, Millingstone populations established more permanent settlements. Settlements were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying an increased dependence on new food sources, such as acorns and starchy tubers.[65]

Although many aspects of Millingstone culture persisted, by 3,500 B.P., a number of socioeconomic changes occurred.[66] These changes are associated with the period known as the Intermediate Horizon (3,500–1,500 B.P.).[67] Increasing population size necessitated the intensified use of existing terrestrial and marine resources.[68] This was accomplished in part through use of the circular shell fishhook on the coast and more abundant and diverse hunting equipment. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended.

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63 Arnold, Jeanne E., Michael Walsh and Sandra E. Hollimon, The Archaeology of California. Journal of Archaeological Research 12(1).

64 Wallace, William J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3); 214–230.

65 McIntyre, Michael James. Cultural Resources of the Upper Santa Clara River Valley, Los Angeles and Ventura Counties, California, in Archaeology and Ethnohistory of Antelope Valley and Vicinity, edited by Bruce Love and William H. De Witt, Occasional Papers No. 2, Antelope Valley Archaeological Society, Lancaster, California, 1990.

66 Ibid.

67 Wallace, William J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3); 214–230

68 Erlandson, Jon M., Early Hunter-Gatherers of the California Coast, Plenum Press, New York, 1994.

The Late Prehistoric Period, spanning from approximately 1,500 B.P. to the Spanish mission era, witnessed an increase in terrestrial and sea mammal hunting, along with continued seed collecting.[69] Small projectile points indicate the use of the bow and arrow. Although the location of Late Period villages does not significantly change, the villages become larger in size and fewer in number.[70] Inter-village and inter-regional trade increased, and there is evidence for the use of shell beads as a form of money in economic exchanges.

Ethnographic Setting

The project site is located within the territories that have been traditionally assigned to the Gabrielino and the Tataviam. Each of these groups is described in detail below.

Gabrielino

According to Bean and Smith,[71] the Gabrielino, with the exception of the Chumash to the north, "were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal Southern California." Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina.[72] The Gabrielino subsisted on a variety of resources in several ecological zones. Acorns, sage, and yucca were gathered throughout the inland areas whereas shellfish, fish, as well as a variety of plants and animals were exploited within the marshes and along the coast. Deer and various kinds of small mammals were hunted on an opportunistic basis. Their material culture reflected the subsistence technology. Lithic tools such as arrow points and modified flakes were used to hunt and process animals. A variety of ground stone grinding implements, such as the mortar, pestle, mano, and metate, were used to process both plant and animal remains for food.[73]

The settlement patterns of the Gabrielino, and other nearby groups such as the Juaneño and Luiseño, were similar and they often interacted through marriage, trade and warfare. The seasonal availability of water and floral and faunal resources dictated seasonal migration rounds with more permanent villages and base camps being occupied primarily during winter and spring months. In the summer months, the village populations divided into smaller units that occupied seasonal food procurement areas. The more permanent settlements tended to be near major waterways and food sources and various secular and sacred activities, such as food production and storage and tool manufacturing, were conducted at these areas.[74] The closest Gabrielino village to the project site

69 Wallace, William J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3); 214–230.

70 McIntyre, Michael James, Cultural Resources of the Upper Santa Clara River Valley, Los Angeles and Ventura Counties, California, in Archaeology and Ethnohistory of Antelope Valley and Vicinity, edited by Bruce Love and William H. De Witt, Occasional Papers No. 2, Antelope Valley Archaeological Society, Lancaster, California, 1990.

71 Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California. Washington, DC: Smithsonian Institute.

72 Kroeber, A. L., Handbook of Indians of California. Dover Publications, Inc., New York, 1925.

73 Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California. Washington, DC: Smithsonian Institute.

74 Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California. Washington, DC: Smithsonian Institute.

is the village of Wiqanga, which has been reported as located in Cañada de las Tunas at the west end of the Verdugo Hills,[75] and approximately 2 miles north of the project site.

Tataviam

The project site is also located within the territory traditionally occupied by the Tataviam. Tataviam territory was concentrated along the upper reaches of the Santa Clara River drainage between the San Fernando Valley on the south and Pastoria Creek in the Tehachapi Mountains to the north. Their territory also included east Piru Creek and the southern slopes of Sawmill and Liebre Mountains, and also extended into the southern end of the Antelope Valley.[76] Tataviam territory was bounded by the Gabrielino to the south, the Serrano to the east, the Kitanemuk to the northeast, the Emigdiano Chumash to the north, and the Ventureño Chumash to the west.

There are few historical sources regarding the Tataviam. The word "Tataviam" most likely came from a Kitanemuk word that may be roughly translated as "people of the south-facing slope," due to their settlement on south-facing mountain slopes.[77] The Chumash referred to them as "Alliklik".[78] What the Tataviam called themselves is not known. The Tataviam spoke a language that was part of the Takic branch of the Uto-Aztecan language family.[79] The language was related to that spoken by the Gabrielino and Kitanemuk.

Tataviam villages varied in size from larger centers with as many as 200 people, to smaller villages with only a few families.[80] At the time of Spanish contact, the Tataviam population is estimated to have been less than 1,000. Primary vegetable food sources included acorns, juniper berries, seeds, and yucca buds. Small game such as antelope and deer supplemented these foods. Trade networks between inland groups such as the Tataviam, the coastal regions, and desert regions enabled the trade of exotic materials such as shell, asphaltum, and steatite. The first European visit to Tataviam territory occurred in A.D. 1769 with the expedition of Gaspar de Portolá, which was followed in 1776 by the expedition of Friar Francisco Garcés.

Historic Setting

Spanish Period (A.D. 1769–1821)

Although Spanish explorers made brief visits the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. In 1769 Gaspar de Portola led an expedition from San Diego, passing through Los Angeles Basin and the San Fernando Valley

75 McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. A Malki Museum Press/Ballena Press Cooperative Publication.

76 King, Chester, and Thomas C. Blackburn, Tataviam, in California, edited by R. F. Heizer, pp. 535–537, Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C., 1978.

77 Ibid.

78 Kroeber, A. L., Handbook of Indians of California. Dover Publications, Inc., New York, 1925.

79 King, Chester, and Thomas C. Blackburn, Tataviam, in California, edited by R. F. Heizer, pp. 535–537, Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C., 1978.

80 Ibid.

on its way to the San Francisco Bay.[81] This was followed in 1776 by the expedition of Father Francisco Garcés.[82]

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. Two missions were located in the region: Mission San Gabriel Arcángel, founded in 1771and Mission San Fernando Rey de España, founded in 1797. Gabrielino Indians were primarily sent to Mission San Gabriel to be baptized, although some were also baptized at Mission San Fernando. By 1820, most of the Tataviam population had been baptized at Mission San Fernando.[83] Disease and hard labor took a toll on the native population in California; by 1900, the Native Californian population had declined by as much as 90 percent.[84] In addition, native economies were disrupted, trade routes were interrupted, and native ways of life were significantly altered.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land.[85] Spanish land grants within the project site include San Rafael and La Providencia.

Mexican Period (A.D. 1821–1848)

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the native populations, but this did not always occur.[86]

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios, many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros (cowhands) and Indian laborers.[87]

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81 McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. A Malki Museum Press/Ballena Press Cooperative Publication.

82 Johnson, John R. and David D. Earle, Tataviam Geography and Ethnohistory, in Journal of California and Great Basin Anthropology, Volume 12, Number 2, 1990.

83 California Missions Resource Center, "Key Facts by Mission," internet resource, www.missionscalifornia.com, accessed February 8, 2012.

84 Cook, Sherburne F., Historical Demography, in California, edited by Robert F. Heizer, pp. 91–98, Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C., 1978.

85 State Lands Commission (SLC), "Grants of Land in California Made by Spanish or Mexican Authorities," internet resource, www.slc.ca.gov/reports/grants_of_land/part_1.pdf, accessed February 8, 2012, 1982.

86 Milliken, Randall, Laurence H. Shoup, and Beverly R. Ortiz, Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today, prepared by Archaeological and Historical Consultants, Oakland, California, prepared for National Park Service Golden Gate National Recreation Area, San Francisco, California, June 2009.

87 Pitt, Leonard, The Decline of the Californios: A Social History of the Spanish-speaking Californians, 1846–1890, University of California Press, Berkeley, 1994;
Starr, Kevin, California: A History, Modern Library, 2007.

American Period (A.D. 1848–present)

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership.[88]

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts.[89] This event, coupled with the burden of proving ownership of their lands, caused many Californios to lose their lands during this period.[90] Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.

The first transcontinental railroad was completed in 1869, connecting San Francisco with the eastern United States. Newcomers poured into northern California. Southern California experienced a trickle-down effect, as many of these newcomers made their way south. The Southern Pacific Railroad extended this line from San Francisco to Los Angeles in 1876. The second transcontinental line, the Santa Fe, was completed in 1886 and caused a fare war, driving fares to an unprecedented low. Settlers flooded into the region and the demand for real estate skyrocketed. As real estate prices soared, land that had been farmed for decades outlived its agricultural value and was sold to become residential communities. The subdivision of the large ranchos took place during this time.[91] During the first three decades of the 20th century, more than 2 million people moved to Los Angeles County, transforming it from a largely agricultural region into a major metropolitan area.

History of the Project Site and Vicinity

The City of Burbank was established within territory formerly a part of Rancho San Rafael (granted to Don Jose Maria Verdugo by the Spanish government in 1798), as well as within the later Mexican land grant known as Rancho La Providencia. The first Americans to own property in the area were David W. Alexander and Alexander Bell, who purchased Rancho La Providencia in 1851. In 1867, Rancho La Providencia and a portion of Rancho San Rafael were purchased by Dr. David Burbank, a Los Angeles dentist who later made his living as a sheep farmer.[92] Burbank

88 Starr, Kevin, California: A History, Modern Library, 2007.

89 McWilliams, Carey, Southern California: An Island on the Land, Gibbs Smith, Layton, Utah, 1946; Dinkelspiel, Frances, Towers of Gold, St. Martin's Press, New York, 2008.

90 McWilliams, Carey, Southern California: An Island on the Land, Gibbs Smith, Layton, Utah, 1946.

91 Meyer, L, Los Angeles, 1781–1981: A special bicentennial issue of California history, Spring 1981, California Historical Society, Los Angeles, 1981;
McWilliams, Carey, Southern California: An Island on the Land, Gibbs Smith, Layton, Utah, 1946.

92 Pitt, Leonard, and Dale Pitt, Los Angeles A to Z: An Encyclopedia of the City and County, University of California Press, Los Angeles and Berkeley, 1997.

sold a right-of-way along San Fernando Road to the Southern Pacific Railroad in 1873 and the first train passed through in 1875.[93] In 1886, Dr. Burbank sold his property to the Providencia Land and Water Company, which laid out the town of Burbank the following year. Within a year, Burbank, which was already on the Southern Pacific Railroad line, also had a streetcar line, a 60-room hotel, and over 250 residents. The City was incorporated in 1911. The same year, Burbank was connected to Los Angeles via the Pacific Electric Railroad, which led to another population boom. In the 1920s to 1960s, the City also became a home for the entertainment industry, with Warner Brothers, Walt Disney, and NBC locating studios there. The Lockheed Aircraft Company established an aviation plant at Burbank in the 1920s, which produced planes for the Allies during World War II. Lockheed closed the plant in the 1990s.[94]

The project site was originally used for agricultural purposes from at least 1928 through the late 1930s.[95] Later, the project site was developed with the Lockheed-Martin B-6 site (owned by the Lockheed Martin Corporation). Approximately 60 acres of the former 130-acre Lockheed-Martin B-6 site encompasses the project site. The project site was also occupied by the Pacific Airmotive Corporation, which operated the "Jet Engine Test Cell Facility" situated at 3003 N. Hollywood Way. Specifically, the Jet Engine Test Cell Facility encompassed approximately 0.69 acre of land within the project site. The Jet Engine Test Cell Facility was utilized to test aircraft engines, aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 through 1996.[96] Detailed information on the Lockheed aircraft and the B-6 site is provided below.

The project site is known to have undergone excavation for underground features (consisting of underground storage tanks (USTs), non-fuel USTs, sumps, clarifiers, utility pits, sand traps, etc.), which were dispersed throughout different portions of the project site. Based on the results of a 1998 geophysical survey, it appears that the USTs and underground features may have been removed.[97] The project site has also undergone excavation for a 509,000-gallon water reservoir located in the mid-eastern portion of the project site. In 1995, portions of the project site were subject to environmental remediation after a fuel spill (believed to have been caused by a fuel supply line) which occurred in 1984. Approximately 980 cubic yards of contaminated soil was

93 Greatamericanstations.com, "Burbank: History," internet resource, http://www.greatamericanstations.com/Stations/BUR/Station_view, accessed on December 31, 2012.

94 City of Burbank, "Burbank History," internet resource, www.ci.burbank.ca.us/index.aspx?page=43, accessed December 19, 2011.

95 Ardent Environmental Group, Inc (Ardent). 2016. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

96 Ardent Environmental Group, Inc (Ardent). 2015. Phase I Environmental Site Assessment and Document Review for 3003 N. Hollywood Way, Burbank, CA. June 17, 2015;
Ardent Environmental Group, Inc (Ardent). 2016. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

97 Ardent Environmental Group, Inc (Ardent). 2016. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016;
McLaren Hart. 1991. Environmental Assessment Report for the Lockheed Plant B-6 Facility, Parcel 2, Burbank, California: Report prepared for Lockheed Corporation, dated December 23.

excavated from two locations down to a depth of 25 to 30 feet below surface.[98] The project site is graded and partially developed with surface parking lots and public access to the project site is not permitted. No buildings or structures are currently within the project site.[99]

Lockheed Aircraft (1912–1989)

The history of Lockheed aircraft began in San Francisco in 1912 when two brothers, Allan and Malcolm Loughead formed the Alco Hydro-Aeroplane Company. The company specialized in seaplanes, the first of which was the Model G. In June of 1913, the Loughead brothers successfully tested their aircraft with a 10-mile flight circling the San Francisco Bay.[100]

In 1916, the brothers renamed their company the Loughead Aircraft Company and in 1919 they developed the S-1 biplane with folding wings. Unfortunately, the new aircraft design was unsuccessful and the company was forced to close in 1921. While Malcolm relocated to Detroit and became involved in the automotive industry, Allan remained in Los Angeles. The two brothers continued to work together manufacturing automobile brakes. Utilizing the phonetic spelling of their family name, they formed the Lockheed Hydraulic Break Company; however, they never gave up on their desire to design and manufacture aircraft. With the help of a former employer, Jack Northrop, they designed a new aircraft, the Lockheed Vega, and in 1926 the Lockheed Aircraft Company was formed.[101]

The history of the Lockheed Aircraft Company and Burbank are closely intertwined. While the United Aircraft and Transportation Company began constructing their airfield (west of the project site) in 1929, Lockheed had already established its headquarters in an old glass factory on Empire Avenue and was using a nearby landing strip to test their aircraft. The company had changed hands from Allan Loughead and his investors to the Detroit Aircraft Corporation. In 1932, the Detroit Aircraft Corporation sold the company for $40,000 to Robert Gross who renamed it the Lockheed Aircraft Corporation (now known as Lockheed Aircraft). While Lockheed continued to use their own field, Jack Northrop left the company to form his own aircraft design firm. By the 1930s, Northrop Aircraft Corporation “became one of the first corporations to move into United Airport”.[102]

While Lockheed’s new ownership expanded the company’s operation, supplying new aircraft to airline companies like Pan Am, the owners of the nearby United Airport were struggling. By the end of the 1930s, the airport was for sale. “Neighboring Lockheed Aircraft purchased the facility in 1940 and renamed it Lockheed Air Terminal”.[103] Lockheed continued to own and operate the airfield until 1978, and more than doubled its size “to nearly 500 acres and extended the runways

98 Ardent Environmental Group, Inc (Ardent). 2015. Phase I Environmental Site Assessment and Document Review for 3003 N. Hollywood Way, Burbank, CA. June 17, 2015;
Ardent Environmental Group, Inc (Ardent). 2016. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

99 ESA. 2017. Avion Project. Initial Study. Prepared for the City of Burbank, Community Development Department.

100 Allen, Richard Sanders. 1964. Revolution of the Sky (Brattleboro, VT: The Stephen Greene Press, 1964).

101 Ibid.

102 Schonauer, Erin K. and Jamie C. Schonauer. 2014. Images of America: Early Burbank. Charleston, SC: Arcadia Publishing, 2014.

103 Perry, E. Caswell. 1987. Burbank: An Illustrated History. Northridge, CA: Windsor Publications, Inc., 1987.

to 6,000 feet".[104] During its ownership, Lockheed developed multiple aircraft, civilian and military, significant to the history of American aviation.

In the 1930s, Lockheed Aircraft developed the all-metal Model 10 Electra, the most famous of which was piloted by Amelia Earhart when she disappeared during her attempted around-the-world flight in 1937. During World War II, Lockheed established itself as a major force in military aircraft development with the P-38 Lightning fighter aircraft and the B-17 Flying Fortress bomber. Lockheed also produced the first production jet fighter, the P-80 Shooting Star near the war's end.[105]

Despite transferring ownership of the Airport to the Hollywood-Burbank Airport Authority (later renamed the Burbank-Glendale-Pasadena Airport Authority) in June of 1978, Lockheed Aircraft continued to design new aircraft on the site, operating from multiple hangars and manufacturing facilities. However, a majority of the facilities have been demolished, the last of which made news in the 1990s for their association with Lockheed's Advanced Development Company known as the Skunk Works.

Established in 1943, Skunk Works' mission was "to satisfy any national need for prototyping or specialized technology to produce a limited quantity of rapidly required aircraft in a quick, quiet, and cost effective manner using all the strengths of Lockheed Corporation".[106] Skunk Works was responsible for developing some of America's most advanced aircraft, including the U-2 reconnaissance aircraft, the SR-71 Blackbird, and the F117 stealth fighter.

Skunk Works operated from plant B-5 for one year in 1944 and then from plant B-6 for the majority of its history.[107] A majority of Skunk Works' important developments occurred in the B-6 plant from 1945 through 1992. In 1992, the Skunk Works was relocated to the Palmdale Flight Test Installation Air Force Plant 42 located about 60 miles north of the project site. Soon after the Skunk Works relocated to Palmdale, several buildings were demolished by Lockheed-Martin in an attempt to begin remediating the site. Remediation was required due to the hazardous materials which were used in the construction of aircraft. By 1997, buildings 309/310, 360, a portion of building 322, and a small fire protection building were still standing. However, these buildings were in poor condition due to the demolition.[108]

Identification of Cultural Resources within the Project Site

South Central Coastal Information Center Records Search

On August 2, 2017, ESA received the results of an expedited records search through the California Historical Resources Information System (CHRIS) South Central Coastal Information

[104] Ibid.
[105] Ibid.
[106] Pace, Steve. 1992. Lockheed Skunk Works. Osceola, WI: Motorbooks International Publishers & Wholesalers.
[107] Miller, Jay. 1993. Lockheed Martin's Skunk Works. Arlington, TX: Aerofax, Inc. 1993.
[108] Keller, David B., and Edward L. Melisky. 1997. U.S. Department of Transportation Federal Aviation Administration, "No Eligibility Determination" regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places. Prepared by the Federal Aviation Administration. Report on file at the South Central Coastal Information Center.

Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all recorded archaeological resources and previous studies within the project site and a ½-mile radius of the project site, and historic architectural resources within or adjacent to the project site.

Previous Cultural Resources Investigations

The results of the records search indicate that 27 cultural resources studies have been conducted within a ½-mile radius of the project site (**Table 4.3-1**). Approximately 25 percent of the ½-mile records search radius has been included in previous cultural resources surveys. Of the 27 previous studies, two (LA-06754 and -11155) included the entire boundaries of the project site and consisted of an eligibility determination of the Lockheed-Martin B-6 site (a historical architectural resource once located within the project site) for inclusion in the National Register. While the project site has been previously surveyed for historic architectural resources, it has never been subject to an archaeological resources survey.

LA-06754 and LA-11155

LA-06754 and LA-11155 consist of a SHPO response letter and a report, respectively, prepared by the Federal Aviation Administration (FAA) for a National Register Eligibility Evaluation of the Lockheed-Martin B-6 site also known as the "Skunk Works", which once existed within the project site. The FAA evaluated the "Skunk Works" in 1997 after internal components, equipment and the majority of buildings had been removed/demolished beginning in 1990 (after the Lockheed facilities were moved to Palmdale). There were only four remaining buildings and a small fire protection pump building still standing during the evaluation; however, these were in poor condition and only some had retained their walls and roofs. The FAA, in consultation with the SHPO, determined that the demolition of the majority of the structures at the Lockheed-Martin B-6 site had eliminated their historical integrity and therefore these did not qualify for inclusion in the National Register.[109]

TABLE 4.3-1
PREVIOUS CULTURAL RESOURCES INVESTIGATIONS

SCCIC# (LA-)	Author	Title	Year
00075	Leonard, Nelson N. III	*An Archaeological Reconnaissance of the Barham Property, City of Los Angeles*	1975
00160	Dames and Moore	*Phase 1 Cultural Resources Survey Fiber Optic Cable Project Burbank to Santa Barbara, California for US Sprint Communications Company*	1988
02645	Peak and Associates, Inc.	*Class 3 Cultural Resource Assessment of the Proposed Carpinteria and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California*	1991

[109] Keller, David B., and Edward L. Melisky. 1997. U.S. Department of Transportation Federal Aviation Administration, "No Eligibility Determination" regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places. Prepared by the Federal Aviation Administration. Report on file at the South Central Coastal Information Center;

Widell, Cherilyn E. 1997. Burbank-Glendale-Pasadena Airport, National Register of Historic Places Eligibility Evaluation for the Lockheed-Martin B-6 Site, Los Angeles County. SHPO response letter to the FAA, dated August 26, 1997.

SCCIC# (LA-)	Author	Title	Year
02816	King, Chester	*Native American Placenames in the Vicinity of the Pacific Pipeline: Part 2: Gaviota to the San Fernando Valley: Draft*	1993
02950	Anonymous	*Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project*	1992
03511	Romani, John F.	*Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.o. 31389*	1977
03726	Anonymous	*Historic Property Survey Hollywood Way Between Golden State Freeway and Cohasset Street W.o. 21149*	1977
03773	Singer, Clay A.	*Preliminary Assessment of Potential Impacts and Evaluation of Cultural Resources Along Proposed Transit System Alignment Alternatives in the City of Los Angeles, Los Angeles County, California*	1978
03796		*Technical Report of Cultural Resources Studies for the Proposed Wtg-west, Inc. Los Angeles to San Francisco and Sacramento, California Fiber Optic Cable Project*	1989
04323	Hill, James N.	*Cultural Evolution in the Archaic/mesolithic: a Research Design for the Los Angeles Basin*	1985
06599	Foster, John M.	*Historic Resource Evaluation Report Mason Avenue At-grade Crossing and Safety Improvements Project Los Angeles City, California*	2002
06740	Sylvia, Barbara	*Highway Project to Construct Soundwalls at Three Locations Along Interstate 5 in the San Fernando Valley Area of Los Angeles County*	2000
06753	Kessler, David B. and Edward L. Melisky	*No Eligibility Determination for Inclusion in the National Register of Historic Places Regarding the Remains of Building 360 at the Former Lockheed-Martin B-6 Site, Burbank, California*	1999
06754*	Widell, Cherilyn E.	*Burbank-Glendale-Pasadena Airport, National Register of Historic Places Eligibility Evaluation for the Lockheed-Martin B-6 Site, Los Angeles County*	1997
07568	Bernor, Raymond L.	*Paleontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California*	1978
08104	Jordan, Stacey C.	*Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California*	2002
08255	Arrington, Cindy and Nancy Sikes	*Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II*	2006
08692	Bonner, Wayne H.	*Cultural Resource Records Search Results and Site Visit for T-mobile Usa Candidate Sv00908e (extra Storage), 7670 North Hollywood Way, Burbank, Los Angeles County, California*	2006
09250	Bonner, Wayne H.	*Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV00908F (Public Storage), 7475 North San Fernando Road, Burbank, Los Angeles County, California*	2007
10512	Robert J. Wlodarski	*A Phase I Archaeological Study for the Media Studies North Planned Development (PD) Project, City of Burbank, Los Angeles County, California*	2010
10642	Tang, Bai "Tom"	*Preliminary Historical/Archaeological Resources Study, Antelope Valley line Positive Train Control (PTC) Project Southern California Regional Rail Authority, Lancaster to Glendale, Los Angeles County, California*	2010
11155*	Kessler, David and Edward L. Melisky,	*U.S. Department of Transportation Federal Aviation, "No Eligibility Determination" regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places*	1997

SCCIC# (LA-)	Author	Title	Year
11307	Kessler, David	*Proposed Construction of a Regional Intermodel Transportation Center and Runway 33 Runway Safety Area Restoration Bob Hope Airport Burbank, Los Angeles county, California Section 106 Coordination*	2010
11747	Sakai, Rodney	*Programmatic Agreement Compliance Report, twenty-first Reporting Period, July 1, 2005-- March 31, 2006*	2006
11748	Sakai, Rodney	*Programmatic Agreement Compliance Report Fifteenth Reporting Period July 1-- December 31, 2002*	2003
11885	Supernowicz, Dana	*Cultural Resources Study of the Burbank Das Hub Project, MetroPCS California, LLC Site No. LAD093A, 3024 N Hollywood Way, Burbank, Los Angeles County, California*	2012
12526	Ehringer, Candace; Katherine Anderson; and Michael Vader	*Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment*	2013

*Indicates study encompasses the project area

Previously Recorded Cultural Resources

The records search results indicate that no archaeological resources have been previously recorded within the project site or a 0.5-mile radius. Two historic architectural resources (P-19-187105 and -188007) have been previously recorded within and adjacent to the project site, respectively (**Table 4.3-2**). Resource P-19-187105 consists of the United Airport District and is within the project site. Resource P-19-188007 is the historic alignment of the San Fernando Road/Boulevard located adjacent to the project site.

TABLE 4.3-2
PREVIOUSLY RECORDED CULTURAL RESOURCES

P-Number (P-19-)	Other Designation	Description	Date Recorded/ Updated	Distance from Project Site	Eligibility
* 187105	Burbank, Glendale, Pasadena Airport	Historic architectural resource: United Airport District	1987	Within	6, 7R
188007	San Fernando Road	Historic architectural resource: Historic alignment of a segment of San Fernando Road	2006; 2011	50 feet N	3S

3S: Appears eligible for National Register as an individual property through survey evaluation.
6: Determined ineligible for National Register listing through District evaluation.
7R: Identified in Reconnaissance Level Survey: Not Evaluated.

P-19-187105 – United Airport

Resource P-19-187105 is the United Airport, which encompasses the entire boundaries of the Burbank-Glendale-Pasadena Airport (now Hollywood-Burbank Airport) and is within the project site. The Airport has undergone several evaluations since it was first recorded in 1987 as containing 15 buildings/structures (including a Main Terminal, buildings and hangars) all of which are located outside the project site. These buildings/structures were evaluated during the district survey in 1987 and found ineligible; however, the Office of Historic Preservation

Directory of Historic Property Data File for Los Angeles County lists the buildings with a National Register Status code of 7R, "identified in reconnaissance survey; not evaluated."

In 2002, a historic property survey of the Airport found Hangars 3, 4, 5, 6, 7, 7A, 7B and 22 ineligible for the National Register, California Register and local designation. In 2016, PCR Services Corporation (PCR) conducted a Historical Resources Assessment (HRA) and Environmental Impact Analysis. By 2016, four buildings/structures had been demolished and PCR evaluated the remaining 11 building/structures located within the Airport. PCR's assessment found that nine buildings/structures were ineligible for the National Register, California Register, and local listing. Two structures (Hangar 1 and Hangar 2) were recommended eligible for National Register, California Register, and local listing. Hangar 1 and Hangar 2 are located within close proximity to each other, approximately 0.65 mile southwest of the project site.[110]

P-19-188007 – San Fernando Road/Boulevard

Resource P-19-188007 is the historic multi-lane San Fernando Road (San Fernando Boulevard through Burbank). A 2-mile segment of this road (between Glendale Avenue and Elm Street in the cities of Glendale and Los Angeles) was originally documented in 2006, but was not evaluated for significance at that time.[111] In 2011, ESA updated the resource and documented the entirety of the approximately 20-mile road. ESA documented Four segments of the road (A-D) in the cities of Los Angeles, San Fernando, Burbank, and Glendale. The road has been described as a major thoroughfare in southern California from at least the 1870s to 1963, and was decommissioned when Interstate-5 (I-5) was constructed. In 1993, California adopted a resolution which acknowledged the road as historically significant and sections of the road were designated as the Historic U.S. Highway 99. ESA recommended San Fernando Road as eligible for the National Register and California Register under Criterion A/1 for its contribution to the development of California, the City of Los Angeles, and the San Fernando Valley. The period of significance for the San Fernando Road is between 1924 and 1963, the date when the road was first widened and improved to its current condition to the date when the I-5 was completed and replaced San Fernando Road as the major roadway.[112]

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF), which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on July 24, 2017 to request a search of the SLF. The NAHC responded to the request in a letter dated July 26, 2017 and indicated that no Native American resources or sacred sites are on file.

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[110] Hatheway, R. 1987. Historic Resources Inventory form for 19-187105 (Burbank, Glendale, Pasadena Airport). On file at the South Central Coastal Information Center;

Jerabek, Margarita C., Kainer, Amanda Y., Taylor, Chris, and Stephanie Hodal. 2016. Historical Resources Assessment and Environmental Impact Analysis, Burbank Bob Hope Airport, 2627 N. Hollywood Way, Burbank, California. Report on file at ESA.

[111] McKenna, Jeanette A. 2006. Primary Record for segment of 19-188007 (San Fernando Road). On file at the South Central Coastal Information Center.

[112] Ehringer, Candace. 2011. Primary Record for P-19-188007 (San Fernando Road). On file at the South Central Coastal Information Center.

Historic Map and Aerial Photograph Review

Historic maps and aerial photographs were examined to provide historical information about land uses of the project site and to contribute to an assessment of the project site's archaeological sensitivity. Available topographic maps include the 1896 Santa Monica 15-minute quadrangle and the 1926 Sunland 7.5-minute quadrangle.[113] Historic aerial photographs were available for the years of 1928, 1938, 1952, 1954, 1964, 1977, 1981, 1989, 1994, 2002, and 2012.[114] A Sanborn Fire Insurance map from 1953 was also reviewed.[115]

According to the 1896 map, two unnamed tributaries from the Tujunga Wash and two unnamed roads traversed the project site. The Southern Pacific Railroad is also depicted as located immediately northeast of the project site. The 1926 map shows a few structures located in the northernmost portion of the project site, while the rest of the project site appears as vacant land. The 1928 and 1938 aerial photographs indicate that the project site was utilized for agricultural purposes; however, some residences are depicted as located along the northernmost and southernmost portions of the project site. Review of the 1952, 1954, 1964, 1977, 1981, 1989, and 1994 aerial photographs indicate that the project site was developed with commercial/industrial buildings. The 1952, 1954, and 1964 aerial photographs specifically show that the northeastern and southeastern portions of the project site were undeveloped and used for parking aircraft. The 1953 Sanborn map indicates that the majority of the project site was occupied by the Lockheed Aircraft Corporation, while a small area in the middle portion of the project site (located along Tulare Avenue) was occupied by the Pacific Airmotive Corporation. The 2002 and 2012 aerial photographs indicate that no buildings or structures were present within the project site.

In sum, the project site was originally utilized for agricultural purposes from the 1920s to the 1930s. Then, from the 1950s up to the 1990s, the project site was occupied with the Lockheed Aircraft Corporation and the Pacific Airmotive Corporation commercial buildings and aircrafts. By the early 2000s, the project site was vacant.

Geoarchaeological Review

A desktop geoarchaeological review of the project site was conducted in order to evaluate the potential for buried archaeological resources within the project site. The review included a review of historic and geologic maps, aerial imagery, and geotechnical data.

Geology and Geomorphology

The project site is situated in the western part of the Transverse Range Geomorphic Province within the southeastern portion of the San Fernando Valley. The San Fernando Valley is bounded by the Santa Susana Mountains on the north and northwest, by the San Gabriel Mountains on the north and northeast, by the San Rafael Hills on the east, by the Santa Monica Mountains on the south, and by the Simi Hills on the west. The project site is approximately 0.5 mile (0.8 km) south of the Verdugo Mountains, which consist of Late Mesozoic (circa 90–102 million years old)

[113] Historicaerials.com. Historic topographic maps available for the years 1896 and 1926. https://www.historicaerials.com/, accessed on August, 2017.

[114] Ardent Environmental Group, Inc (Ardent). 2016. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

[115] Sanborn Fire Insurance Map, 1953. Los Angeles, California.

plutonic bedrock, primarily quartz diorite and quartz monzonite-granodiorite; faulting has separated the Verdugo Mountains from the San Gabriel Mountains. The project site is situated on a flat, broad alluvial pediment beneath the Verdugo Mountains. The near-surface deposits within the San Fernando Valley consist of up to 2,000 feet (610 m) of Quaternary alluvium (sand, clay, gravel) overlying mid-Tertiary (circa 30–40 million years ago). The alluvium eroded from and was transported out of the surrounding mountains[116] and deposited along the major tributaries to the Los Angeles River, including Tujunga Wash and Pacoima Wash. The alluvium is generally divided into younger Holocene-aged alluvium (less than 12,000 years old), and older Pleistocene-aged (circa 12,000–100,000 years) alluvium.[117]

Alluvium directly underlying the project site is Holocene-aged.[118] The younger alluvium in the eastern half of the San Fernando Valley including the project site tends to be relatively coarse-grained, consisting of 70 percent or more of sand and gravel, while younger alluvium in the western half of the valley is finer-grained with only 35 percent sand and gravel. Beneath the project site, the stratum of Holocene-aged alluvium is up to 350 feet thick.[119]

Soils

Mapped soils within the project site consist exclusively of Urban Land-Palmview-Tujunga complex.[120] Palmview fine sandy loam and Tujunga loamy sand soils form on alluvial fans and floodplains in granitic alluvial parent material. The complex additionally possesses discontinuous human-transported material over the alluvium. The soil classification additionally reflects the historical urbanization and development of the project site, which has resulted in varied, deep, and localized disturbances and filling.

Geotechnical Borings

A total of 30 borings were conducted within the project site to depths ranging between 5 and 60 feet below current ground elevations. Fill (consisting of silty sand with gravel and some cobbles) was encountered in the majority of the project site at depths between 1 to 8 feet below ground surface; however, the deeper fill materials were found in the northern portion of the project site. Boring B-11 (located along the southeast corner of the project site) encountered deeper fills to a depth of 20 feet below ground surface. NorCal Engineering[121] indicated that this fill material is possibly associated with a previous certified fill for the abandonment of a previous underground

[116] Dibblee, T.W., Jr., 1991, Geologic map of the Sunland and Burbank (north ½) quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Map DF-32, scale 1:24,000.

[117] California Department of Water Resources, 2004, California's Groundwater Bulletin 118 – San Fernando Valley Groundwater Basin. Updated 2/27/2004.

[118] Dibblee, T.W., Jr., 1991, Geologic map of the Sunland and Burbank (north ½) quadrangles, Los Angeles County, California: Dibblee Geological Foundation, Map DF-32, scale 1:24,000;
Yerkes, R.F. and Campbell, R.H., 2005, Preliminary geologic map of the Los Angeles 30´ x 60´ quadrangle, southern California: U.S. Geological Survey, Open-File Report 05-1019, scale 1:100,000, http://pubs.usgs.gov/of/2005/1019/.

[119] McLaren Hart. 1991. Environmental Assessment Report for the Lockheed Plant B-6 Facility, Parcel 2, Burbank, California: Report prepared for Lockheed Corporation, dated December 23.

[120] Natural Resources Conservation Service, 2017, Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, accessed September 1, 2017.

[121] NorCal Engineering. 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California. Prepared for Overton Moore Properties.

structure. Beneath the fill materials, natural soils consisting of undisturbed alluvium (consisting of slightly silty sand to a medium to coarse grained, gravelly sand with cobbles) was encountered.[122]

Previous Disturbances

The project site has been subject to extensive historic and recent disturbances. Prior to World War II, the project site was used for agriculture or remained vacant. Beginning in the mid- to late1940s, the project site was developed for aircraft research and maintenance, resulting in the construction of multiple buildings, underground storage tanks, underground jet fuel pipelines, drainlines, sumps, vaults, and other utilities. From the 1990s and onwards, the project site was progressively decommissioned and subject to remediation efforts, including demolition of buildings, and removal and backfilling of USTs and contaminated soils.

Archaeological Sensitivity

Meyer et al.[123] have previously demonstrated elsewhere in California that the presence of buried archaeological sites is positively correlated with proximity to water as well as flat to gently sloped landforms. Intermittent flow typical of washes afforded water and may have supported human occupation on short-term to seasonal basis, but is unlikely to have allowed permanent human occupation. The project site is located on a flat landform near the historic presence of two unnamed tributaries from the Tujunga Wash. In addition, the Holocene-aged soil parent material underlying the project site is of the correct age to have been present when prehistoric inhabitants were located in the region. Long-term, episodic alluvial deposition and vertical accretion during the Holocene suggest that multiple, discrete, deeply-buried cultural horizons could be present. However, the historic use of the project site, including the presence of agricultural activities, USTs and other buried infrastructure, and soil remediation actions, may have disturbed or removed portions of any archaeological record that may exist. The primary effect of agriculture on archaeological remains would be localized horizontal and vertical movement of artifacts as a result of plowing or tilling; significantly, however, while plowing and tilling would disturb the context of archaeological remains, it is unlikely that they would destroy artifacts (particularly stone tools) or completely obscure the original patterning of remains. USTs and other buried infrastructure and soil remediation actions may have more substantially or severely disturbed archaeological resources, if present. Based upon these factors, the project site is considered to have a moderate sensitivity for buried archaeological sites, which may be present in pockets of undisturbed soil or below depths of previous disturbances.

Identification of Paleontological Resources within the Project Site

Natural History Museum of Los Angeles County Database Search

A paleontological resources records search was conducted by the LACM on June 29, 2017 (refer to Appendix C of this Draft EIR). The search entailed an examination of current geologic maps and known fossil localities within the project site and vicinity. The paleontological resources

[122] Ibid.

[123] Meyer, Jack, D. Craig Young, and Jeffrey S. Rosenthal, 2010, Volume I: A Geoarchaeological Overview and Assessment of Caltrans Districts 6 and 9. Cultural Resources Inventory of Caltrans District 6/9 Rural Conventional Highways. EA 06-0A7408 TEA Grant. Prepared by Far Western Anthropological Research Group, Inc., Davis, California. On file, California Department of Transportation, District 6, Fresno, California.

records search results indicate that no vertebrate fossil localities lie directly within the project site; however, LACM has several nearby fossil localities from geologic units similar to those mapped in the project site. Surficial deposits in the project site consist of Quaternary alluvial sediments of clays, sands, and gravels from the San Fernando flood plain that were derived from the alluvial fan deposits from the Verdugo Mountains. The closest vertebrate fossil locality to the project site from older Quaternary deposits is LACM 1146, located approximately 3 miles northwest.[124] This locality produced fossil specimens of mastodon, horse and camel from a gravel pit at depths of 160–170 feet below surface. The next closest locality to the project site is LACM 6970, located approximately 3 miles southwest which produced fossil specimens of camel, bison, and ground sloth at 60 to 80 feet below surface during the construction of the Metrorail Redline Universal City Tunnel.[125] LACM 3822, 6203 and 3263 are located approximately 5.5 to 6 miles southwest of the project site. LACM 3822 yielded fossil specimens of extinct peccary, camel, and bison at depths between 75 and 100 feet below surface.[126] LACM 6208 produced fossils specimens of extinct bison at a depth of 20 feet below surface, while LACM 3263 produced fossil specimens of extinct horse at a depth of 14 feet below surface.[127] The LACM indicated that shallow excavations into the younger Quaternary alluvium deposits are unlikely to yield fossil vertebrate remains. However, deeper excavations that extend down into the older Quaternary sediments may uncover significant vertebrate fossils.[128]

Geologic Map Review

A geologic map was examined in order to contribute to an assessment of the project site's paleontological sensitivity. The surficial geology of the project site and vicinity has been mapped by Campbell et al.[129] at a scale of 1:100,000. This map indicates that the project site is underlain by late Holocene wash deposits (Qw), and middle to early Holocene and late Pleistocene young alluvial-fan deposits, unit 2 (Qyf2). The late Holocene wash deposits (Qw) consist of gravel, sand, and silt deposited in recently active streambeds.[130] The late Holocene wash deposits (Qw) are not old enough to have preserved fossils, but these sediments do increase in age as they get deeper and may contain fossils at depth. Unit 2 of the young alluvial fan deposits (Qyf2) consist of unconsolidated gravel, sand, and silt deposited from floodplains and debris flows of sediment eroded from the nearby Verdugo Mountains.[131] These sediments date to the late Pleistocene and are old enough to preserve fossils.

Paleontological Sensitivity Assessment

ESA assigned paleontological sensitivity to each geologic unit within the project site based on Society of Vertebrate Paleontology (SVP) criteria. Paleontological sensitivity is defined as the

[124] McLeod, Samuel. 2017. Paleontological Records Check for the Proposed Avion Project, in the City of Burbank, Los Angeles County, Project Area. Results on file at ESA.
[125] Ibid.
[126] Ibid.
[127] Ibid.
[128] Ibid.
[129] Campbell, R. H., C. J. Willis, P. J. Irvine, and B. J. Swanson. 2014. Preliminary geologic map of the Los Angeles 30´ x 60´ quadrangle, California, version 2.1: U.S. Geological Survey. Scale 1:100,000.
[130] Campbell, R. H., C. J. Willis, P. J. Irvine, and B. J. Swanson. 2014. Preliminary geologic map of the Los Angeles 30´ x 60´ quadrangle, California, version 2.1: U.S. Geological Survey. Scale 1:100,000.
[131] Ibid.

potential for a rock unit to contain significant nonrenewable paleontological resources. The SVP[132] broadly defines significant paleontological resources as:

> *Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."*

Significant paleontological resources include fossils or assemblages of fossils that are unique, unusual, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography, or depositional histories. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates, and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore can be considered highly significant.

The SVP[133] describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. These criteria are based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines:

I. High Potential (sensitivity) - Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant nonrenewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations that contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas which may contain new vertebrate deposits, traces, or trackways are also classified as significant.

[132] Society for Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology, Impact Mitigation Guideline Revision Committee. Available online ate http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed September 29, 2017.

[133] Ibid.

II. **Low Potential (sensitivity)** – Sedimentary rock units that are potentially fossiliferous, but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well-documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway it is possible that significant and unanticipated paleontological resources might be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

III. **Undetermined Potential (sensitivity)** - Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

IV. **No Potential** – Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

The project site is underlain by late Holocene wash deposits (Qw), which are too young to preserve fossil resources and have Low Potential (sensitivity). These sediments increase in age with depth and likely overlie older Pleistocene sediments (unit 2 [Qyf]),. These sediments date to the middle to early Holocene and the late Pleistocene, which are old enough to preserve fossil resources, and have High Potential (sensitivity).

4.3.2 Regulatory Setting

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The CEQA Guidelines (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources 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 (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which 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 by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project

establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

D. In general, a project that complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards)[134] is considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)).

Paleontological Resources

The CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations, Section 15000 et seq.), define the procedures, types of activities, individuals, and public agencies required to comply with CEQA. The CEQA threshold of significance for a significant impact to paleontological resources is reached when a project is determined to "directly or indirectly destroy a significant paleontological resource or unique geologic feature." In general, for projects that are underlain by paleontologically sensitive geologic units, the greater the amount of ground disturbance, the higher the potential for significant impacts to paleontological resources. For projects that are directly underlain by geologic units with no paleontological sensitivity, there is no potential for impacts on paleontological resources unless sensitive geologic units which underlie the non-sensitive unit are also affected.

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

[134] Weeks, Kay D. and Anne E. Grimmer. 1995. The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, U.S. Department of the Interior, National Park Service, Washington D.C.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Local

City of Burbank 2035 General Plan

The City of Burbank's 2035 General Plan contains a goal (Goal 6, Open Space Resources), which mentions that the City's open space areas and mountain ranges are protected spaces that support habitat, recreation and resource conservation.[135] Goal 6 also contains a policy (Policy 6.1), which is provided below:

> **Policy 6.1**: Recognize and maintain cultural, historical, archaeological, and paleontological structures and sites essential for community life and identity.

4.3.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to Cultural Resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (see **Impact 4.3-1**, below);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (see **Impact 4.3-2**, below);
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (see **Impact 4.3-3**, below); or
- Disturb any human remains, including those interred outside of dedicated cemeteries (see **Impact 4.3-4**, below).

CEQA provides that a project may cause a significant environmental effect where the project could result in a substantial adverse change in the significance of a historical resource (PRC Section 21084.1), which can include both historic architectural resources and archaeological resources. CEQA Guidelines Section 15064.5 defines a "substantial adverse change" in the significance of a historical resource to mean physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be "materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). Per CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC Section

[135] City of Burbank, City of Burbank General Plan: Burbank 2035, Adopted February 2013.

5020.1(k) or its identification in an historical resources survey meeting the requirements of PRC Section 5024.1(g) unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

CEQA also provides that a project may cause a significant environmental effect where the project could result in damage to or destroy unique archaeological resources, unique paleontological resource or site or unique geologic feature, or human remains. Typically, impacts to unique archaeological resources can be mitigated to less-than-significant level through data recovery excavations. CEQA provides that excavation as mitigation shall be limited to those parts of the unique archaeological resource that would be damaged or destroyed by the project (PRC Section 21083.2(d)) and sets limits on the dollar amount required of an applicant to mitigate impacts (PRC Section 21083.2(e)). Under CEQA, documentation and recovery of the scientific information contained in "significant" fossils (i.e., fossils that are unique, unusual, rare, uncommon, or diagnostically important) is considered to reduce the impact to paleontological resources to less than significant. CEQA Guidelines Section 15064.5(e) indicates that in the event of human remains discoveries, the county coroner shall be contacted and the provisions of PRC Section 5097.98 shall be followed to mitigate impacts.

4.3.4 Methodology

To evaluate the project's potential impacts on historical resources and unique archaeological resources, ESA conducted a Phase I cultural resources assessment of the project site, which included a review of the SCCIC records search results, SLF results, historic map and aerial photograph review, and a geoarchaeological review.[136]

To evaluate potential impacts to paleontological resources, ESA performed a formal paleontological locality search conducted through the LACM, conducted a geologic map review, and reviewed the results of the geoarchaeological review prepared for the project.

Impacts on cultural resources (including paleontological resources) could result from ground-disturbing activities and/or damage, destruction. Ground-disturbing activities include project-related excavation, grading, trenching, the operation of heavy equipment, or other surface and sub-surface disturbance that could damage or destroy surficial or buried cultural resources including prehistoric or historic-period archaeological resources, paleontological resources, or human burials.

[136] Clark, Fatima andCandace Ehringer. 2017. Avion Burbank Project, City of Burbank, California; Cultural Resources Assessment Report. Prepared by ESA for the City of Burbank.

4.3.5 Impact Analysis

Historical Resources

Impact 4.3-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. (Less than Significant Impact)

Two historic architectural resources (P-19-187105 and -188007) have been previously recorded adjacent and within the project site, respectively.

Hangar 1 and Hangar 2 (P-19-187105) were previously recommended eligible for National Register, California Register, and local listing and are considered historical resources under CEQA. These hangars are located approximately 0.65 mile southwest from the project site and would not be directly impacted by project-related construction. In addition, given the distance from the proposed project, there is no potential for visual or vibrational impacts and the hangars would not be indirectly impacted by the proposed project.

Resource P-19-188007 is the San Fernando Road/Boulevard which was previously recommended eligible for National Register and California Register and is considered a historical resource under CEQA. The proposed project activities would impact the resource during road widening, but would not alter the general alignment of the road. These impacts would not result in changes to the character of the road or diminish its significance for events related to the development of the State of California, the City of Los Angeles, or the San Fernando Valley. The project would also include construction of above-ground structures (new commercial buildings) that have the potential to introduce a new visual element into the setting of the resource. However, the setting of San Fernando Road/Boulevard is urbanized and industrial. Therefore, the project would not affect the resource's integrity and would not result in a substantial adverse change in the significance of resource P-19-188007. Consequently, the impacts anticipated to San Fernando Road/Boulevard are considered less than significant.

Mitigation Measures

None required.

Archaeological Resources

Impact 4.3-2: The proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. (Less than Significant Impact with Mitigation)

No archaeological resources were identified in the project site, and the project would not result in an impact to known archaeological resources. However, there is potential for the project to encounter unknown subsurface archaeological resources during ground disturbance. The geoarchaeological study indicates that based upon the Holocene-aged soil parent material, the historic presence of two unnamed tributaries from the Tujunga Wash within the project site and the flat landforms within the project site, there is a potential for buried prehistoric archaeological

resources. Given the extensive historic and recent disturbances (such as soil remediation actions) within the project site, any archaeological remains present are likely to have been disturbed, and the potential for substantial, intact subsurface archaeological resources has been reduced. Based on these factors, the project site is considered to have a moderate sensitivity for archaeological resources that could qualify as historical resources or unique archaeological resources under CEQA.

Implementation of Mitigation Measures MM-CUL-1 and MM-CUL-2, which include cultural resources sensitivity training and procedures to be followed in the event of the discovery of archaeological resources, would reduce potentially significant impacts to previously unknown archaeological resources that could qualify as historical resources or unique archaeological resources under CEQA to a less than significant level.

Mitigation Measures

MM-CUL-1: Prior to start of ground-disturbing activities, a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards) shall be retained by the project applicant to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

MM-CUL-2: In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

Significance after Mitigation: Less than Significant.

Paleontological Resources

Impact 4.3-3: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant Impact with Mitigation)

The results of the LACM paleontological locality search indicate that no vertebrate fossil localities lie directly within the project site; however, several vertebrate fossil localities (LACM 1146, 3263, 3822, 6208, and 6970) from older Quaternary deposits similar to those mapped in the project site have been recorded between 3 to 6 miles away at depths between 14 and 170 feet below surface. These localities yielded fossil specimens of mastodon, horse, camel, bison, ground sloth and extinct peccary.[137] (McLeod 2017). The LACM indicated that shallow excavations into the younger Quaternary alluvium deposits are unlikely to yield fossil vertebrate remains; however, deeper excavations may impact older sediments that have high paleontological sensitivity.[138]

The geologic map review indicated that the project site is underlain by late Holocene wash deposits (Qw), and middle to early Holocene and late Pleistocene young alluvial-fan deposits (unit 2 [Qyf]).[139] According to SVP standards, fossils include the remains of vertebrates or invertebrates 5,000 years old or more.[140] Fossils therefore may be preserved in middle to early Holocene-age sediments since they date to as much as 10,000 years old. Deeper levels of the sediments mapped in the project site have high paleontological sensitivity and are of an age to preserve fossil resources.

The excavations at the project site are expected to reach down a maximum of 15 to 18 feet below surface. Given that fossils in the vicinity of the project site have been recovered from 14 feet below surface[141] (McLeod 2017) and the exact depth of the interface between younger alluvium and older alluvium is not known, paleontological monitoring should be conducted for ground-disturbing activities that exceed 10 feet in depth.

Implementation of Mitigation Measures MM-CUL-3, MM-CUL-4, MM-CUL-5, and MM-CUL-6, which include retention of a qualified paleontologist, paleontological resources sensitivity training, paleontological monitoring, and procedures to follow in the event of a discovery, would reduce potentially significant impacts to unique paleontological resources to a less than significant level.

[137] Mcleod 2017

[138] Ibid.

[139] Campbell, R. H., C. J. Willis, P. J. Irvine, and B. J. Swanson. 2014. Preliminary geologic map of the Los Angeles 30´ x 60´ quadrangle, California, version 2.1: U.S. Geological Survey. Scale 1:100,000.

[140] Society for Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology, Impact Mitigation Guideline Revision Committee. Available online ate http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed September 29, 2017.

[141] McLeod 2017

Mitigation Measures

MM-CUL-3: A qualified paleontologist, defined as a paleontologist who meets the standards of the SVP,[142] shall be retained by the project applicant to carry out all mitigation measures related to paleontological resources.

MM-CUL-4: Prior to the start of construction, the project applicant shall cause the qualified paleontologist, or his or her designee to conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

MM-CUL-5: Ground-disturbing construction activities (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth shall be monitored on a full-time basis during initial ground disturbance. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010). The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of proposed ground disturbance. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.

MM-CUL-6: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

1) Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the SVP (2010). Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
2) Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of

[142] Society for Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology, Impact Mitigation Guideline Revision Committee. Available online ate http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed September 29, 2017.

undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.

Significance after Mitigation: Less than Significant.

Human Remains

Impact 4.3-4: The proposed project would not significantly impact any human remains, including those interred outside of dedicated cemeteries. (Less than Significant Impact with Mitigation)

While no known human remains have been identified in the project site as a result of the cultural resources assessment for the project, there is a possibility that ground-disturbing activities could encounter previously undocumented human remains. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant, and as such, mitigation would be required. With implementation of Mitigation Measure MM-CUL-7, which requires compliance with PRC Section 5097.98 and Health and Safety Code Section 7050.5, impacts to human remains would be less than significant.

Mitigation Measures

MM-CUL-7: If human remains are encountered, the project applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

Significance after Mitigation: Less than Significant.

4.3.6 Cumulative Impact Analysis

The geographic scope of the assessment area is the City. Historic resources include resources listed in, or determined to be eligible for listing in the California Register. A significant cumulative impact would occur if construction projects collectively destroyed historical resources that provide historic cultural information to the extent that such information would be permanently lost pursuant to Section 15064.5 of the CEQA Guidelines.

As discussed above, two historic architectural resources (P-19-188007 and -187105) have been previously recorded adjacent and within the project site, respectively. However, the project would not affect the integrity or result in a substantial adverse change in the significance of resource P-

19-188007. The project also does not have the potential to indirectly impact resource P-19-187105, as it is located approximately 0.65 mile southwest from the project site. Therefore, the project would not contribute to a cumulatively significant impact to historical resources. Impacts would be less than significant (i.e., not cumulatively considerable).

Multiple projects, mostly development within urban settings, are proposed throughout the geographic scope of analysis. Cumulative impacts to archaeological resources could occur if any of these projects, in conjunction with the proposed project, would have impacts on resources that, when considered together, would be significant; however, the current project would not significantly affect archaeological resources. Further, while there is the potential for impacts to unknown archaeological resources, such as those that might be discovered during ground-disturbing activities during project construction, Mitigation MeasuresMM-CUL-1 and MM-CUL-2, which provide for cultural resources sensitivity training, and treatment protocols for unanticipated discoveries, would ensure that impacts are reduced to a less-than-significant level. Taken together, implementation of these mitigation measures would ensure that the project would not have an impact on archaeological resources. Therefore, cumulative impacts during construction would not be cumulatively considerable.

The project has the potential to disturb geological units that are conducive to retaining paleontological resources in the Holocene and Pleistocene alluvial fans. Generally, projects with the potential for substantial excavation would be subject to environmental review. Because of the potential for significant impacts on paleontological resources resulting from the project, mitigation measures are required. These measures include a monitoring program and treatment/curation of discovered fossils. Implementation of these measures would reduce the potential for adverse effects on fossil resources individually and cumulatively; and would preserve and maximize the potential of these resources to contribute to the body of scientific knowledge. Therefore, the cumulative effects from this project are considered less than significant.

The project is required to comply with the Mitigation Measures MM-CUL-3 through MM-CUL-6, thus ensuring proper identification, treatment and preservation of any resources, and reducing significant impacts on paleontological resources to less than significant levels. These measures require worker training, construction monitoring of excavation activities, and treatment and curation of discoveries, if encountered. Therefore, to the extent impacts on paleontological resources from related projects may occur, further contribution from the project would not be cumulatively considerable.

No known human remains have been identified in the project site as a result of the cultural resources assessment. In the event that human remains are encountered during project implementation, Mitigation Measure MM-CUL-7 would ensure that the remains are treated in accordance with relevant State laws and that impacts would be reduced to a less-than-significant level. It is assumed that any other projects in the geographic scope of analysis would also follow State law. Therefore, cumulative impacts on human remains during construction would not be cumulatively considerable.

Mitigation Measures

None required.

4.4 Energy

4.4.1 Introduction

Section 21100(b) of the California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) requires that an EIR include a detailed statement setting forth mitigation measures proposed to minimize a project's significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, or unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with the intent of Appendix F of the *State CEQA Guidelines*, which requires an EIR to include a discussion of the potential energy impacts of a proposed project with an emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy, this Draft EIR includes relevant information and analyses that address the energy implications of the project. This section represents a summary of the project's anticipated energy needs, impacts, and conservation measures. As is discussed further below, the project would incorporate Project Design Features (PDFs), such as PDF AIR-1 (Construction Features), PDF AIR-2 (Design Elements), and PDF GHG-1 through 7 (Design Elements) that would minimize energy consumption. Information found herein, as well as other aspects of the project's energy implications, are discussed in greater detail elsewhere in this Draft EIR, including in Chapter 2, *Project Description*, Section 4.2, *Air Quality*, 4.6, *Greenhouse Gas Emissions*, and Appendix D of this Draft EIR.

4.4.1 Environmental Setting

Existing Conditions

Existing Electricity Consumption

Burbank Water and Power (BWP) is the utility provider for the City of Burbank (City). The annual electricity sale to customers for the 2015–2016 fiscal year was approximately 1,096 million kilowatt hours (kWh).[143] The project site is currently underdeveloped, with a surface parking lot for long-term vehicle storage. Electricity from the existing use is minimal and not considered in the analysis; this provides a conservative estimate of project energy use.

[143] Burbank Water and Power, 2016 Annual Report 2015-2016, June 2016, https://www.burbankwaterandpower.com/images/FinancialReporting/BWP_AnnualReport_for_FY2015_16_FINAL_3-30-17.pdf. Accessed October 2017.

Existing Natural Gas Consumption

Southern California Gas Company (SoCalGas) is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other State agencies. The annual natural gas sale to customers in 2015 was approximately 304,290 million kilo British thermal units (kBtu).[144] There is no natural gas consumed .

Existing Transportation Energy

According to the California Energy Commission, transportation accounts for nearly 37 percent of California's total energy consumption.[145] Based on available fuel consumption data from the United States Energy Information Administration (USEIA), in 2015, California consumed a total of 342,523 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of approximately 14.4 billion gallons by the transportation sector.[146] California consumed a total of 80,487 thousand barrels of diesel fuel for transportation, which is equivalent to a total annual consumption of approximately 3.4 billion gallons by the transportation sector.[147] According to the California Air Resources Board on-road vehicle emissions factor (EMFAC2014) model, the average fuel economy for the fleet-wide mix of vehicles operating in the South Coast Air Basin region is approximately 20.17 miles per gallon for gasoline-fueled vehicles and approximately 7.81 miles per gallon for diesel-fueled vehicles. Gasoline-fueled vehicles account for approximately 96 percent of the total vehicles and diesel-fueled vehicles account for approximately 3.6 percent of the total vehicles.[148] Electric vehicles account for approximately 0.3 percent of the total vehicles. As the project site is currently used for long-term vehicle storage, existing daily trips are sporadic and considered minimal; thus, transportation fuel usage will not be considered as part of the baseline conditions in this analysis, providing a conservative analysis of project impacts.

144 Sempra Energy, 2016 Annual Report, 2017, http://www.sempra.com/pdf/financial-reports/2016_annualreport.pdf. Accessed May 2017. Converted from 294 billion cubic feet and a conversion factor of 1,035 Btu per cubic foot based on United States Energy Information Administration data (see: United States Energy Information Administration, Natural Gas, Heat Content of Natural Gas Consumed, April 28, 2017, https://www.eia.gov/dnav/ng/ng_cons_heat_a_EPG0_VGTH_btucf_a.htm. Accessed May 2017).

145 California Energy Commission, 2015 Integrated Energy Policy Report, CEC-100-2015-001-CMF, 2016, page 153, http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017_20160629T154354_2015_Integrated_Energy_Policy_Report_Small_File_Size.pdf. Accessed May 2017.

146 United States Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2015, http://www.eia.gov/state/seds/data.cfm?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA. Accessed May 2017.

147 United States Energy Information Administration, Table F7: Distillate Fuel Oil Consumption Estimates, 2015, http://www.eia.gov/state/seds/data.cfm?incfile=/state/seds/sep_fuel/html/fuel_use_df.html&sid=CA. Accessed May 2017.

148 Based on the California Air Resources Board on-road vehicle emissions model, EMFAC2014 (Modeling input: San Francisco Bay Area Air Basin; LDA, LDT1, LDT2; Annual; 2020). The modeling input values are considered generally representative of project buildout conditions for the region and representative of the majority of vehicles associated with project-related VMT.

4.4.2 Regulatory Setting

Federal

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA). The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[149] The USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[150]

State

Senate Bill 1389

Senate Bill 1389 (SB), codified in Public Resources Code Sections 25300-25323, requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The 2015 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, update on electricity infrastructure in Southern California, an update on trends in California's sources of crude oil, an update on California's nuclear plants, and other energy issues.

Senate Bill 1078 (SB 1078, Sher) (Chapter 516, Statutes of 2002) and Senate Bill 107 (SB 107, Simitian) (Chapter 464, Statutes of 2006) and Executive Order S-14-08

The State of California has adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable sources. The standards are referred to as the Renewables Portfolio Standard and

[149] United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, August 2011, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100BOT1.PDF?Dockey=P100BOT1.PDF. Accessed August 2017.

[150] United States Environmental Protection Agency, Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016, https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed August 2017.

require 33 percent by 2020 and 50 percent by 2040. Refer to Section 4.4, *Greenhouse Gas Emissions,* of this Draft EIR, for details regarding this regulation.

Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations (CCR), Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices." Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard. Refer to Section 4.4, *Greenhouse Gas Emissions,* of this Draft EIR, for additional details regarding these standards.

California Assembly Bill No. 1493 (AB 1493, Pavley), (Chapter 200, Statutes of 2002)

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO_2) emissions, Assembly Bill (AB) 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required the California Air Resource Board (CARB) to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. Refer to Section 4.4, *Greenhouse Gas Emissions*, for details regarding this regulation.

Senate Bill 375 (SB 375, Steinberg) (Chapter 728, Statutes of 2008)

SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions and was adopted by the State on September 30, 2008. Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS. Refer to Section 4.4, *Greenhouse Gas Emissions*, of this Draft EIR, for details regarding these standards.

California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted AB 32 (codified in the California HSC, Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, CARB has the primary

responsibility for reducing the State's GHG emissions, however, it also tasked the CEC and the California Public Utilities Commission (CPUC) with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, the California State Legislature adopted SB 32 and its companion bill AB 197; both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure that the benefits of State climate policies reach into disadvantaged communities. Refer to Section 4.4, *Greenhouse Gas Emissions*, for details regarding these regulations.

CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations

In 2004, the CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California CCR Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp), such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The In-Use Off-Road Diesel-Fueled Fleets regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR Section 2449). The compliance schedule requires full implementation by 2023 in all equipment for large and medium fleets and by 2028 for small fleets. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation has shown an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.

Local

City of Burbank

Burbank 2035 General Plan was adopted in 2013 and provides the fundamental basis for the City's land use and development policy, and addresses all aspects of development including public health, land use, transportation, housing, air quality, and other topics. The *General Plan* sets forth objectives, policies, standards, and programs for land use and new development. Measures related to GHG emissions (and by extension energy use) that would be applicable to the project are contained in the Air Quality and Climate Change Element.

Burbank 2035 General Plan Greenhouse Gas Reduction Plan

In accordance with Assembly Bill 32 and Executive Order S-03-05, the City of Burbank has adopted the Greenhouse Gas Reduction Plan (GGRP) to implement the GHG policies found in the *Burbank 2035 General Plan*. The GGRP provides a current GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the *Burbank 2035 General Plan* Air Quality and Climate Change Element. The GGRP was adopted by the City along with *Burbank 2035 General Plan* to address GHG emissions at a programmatic level. The process for establishing this programmatic approach included:

- Establishing a baseline emissions inventory and projecting future emissions;
- Identifying a citywide reduction target;
- Preparing a plan to identify strategies and measures to meet the reduction target;
- Identifying targets and reduction strategies in the *Burbank 2035* General Plan;
- Monitoring the effectiveness of reduction measures
- Adapting the plan to changing conditions; and
- Adopting the emissions reduction plan in a public process following environmental review.

The GGRP discusses that environmental review documents on development projects may incorporate the existing programmatic review in their cumulative impacts analysis. Environmental review documents prepared for projects may rely on the GHG analysis from the EIR certified for *Burbank 2035 General Plan* and the GGRP to show consistency with the plans. Projects may identify applicable GGRP measures and describe how the project incorporates the measures. Measures that are not required by regulations must be incorporated by the project as mitigation measures. The City has a 2020 reduction target of 15 percent below 2010 levels and a 2030 reduction goal of 30 percent below 2010 levels. In order to reach these emissions targets, the City has implemented local actions and measures for: buildings and energy, transportation, water conservation, waste reduction, and municipal measures.

CAL Green Code

The City of Burbank has also adopted the CAL Green Code as the City's Green Building Code. The Green Building Code mandates new requirements for building planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and installer and special inspector qualifications.

4.4.3 Thresholds of Significance

Appendix F of the *State CEQA Guidelines*

Appendix G of the *State CEQA Guidelines* provides significance thresholds for the evaluation of a number of environmental impacts but does not provide specific thresholds for the evaluation of impacts related to energy resources. Appendix F of the *State CEQA Guidelines* states that the evaluation of energy use should be evaluated in an EIR and provides guidance for consideration in this evaluation. While Appendix F does not provide specific thresholds for energy use, it

recommends consideration of the following environmental impacts, to the extent relevant and applicable:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

In accordance with Appendix F of the *State CEQA Guidelines*, for purposes of this Draft EIR, the project would have a significant impact with regard to energy if the project would:

- Conflict with adopted energy conservation plans;
- Violate State or Federal energy standards;
- Cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation; or
- Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

4.4.4 Methodology

Analysis of the project's energy impacts is based in part on the Energy Analysis provided in Appendix D of this Draft EIR. The evaluation of potential impacts related to energy usage that may result from the construction and long-term operations of the project has been conducted as described below.

Construction

The project would be constructed in a two phases with overlapping development activities. Construction could commence as early as the first quarter of 2019, pending project approval and EIR certification, with full buildout and occupancy of the project anticipated by 2020. Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for vendor trucks, heavy-duty construction equipment, and construction workers traveling to and from the project site. Construction activities can vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors traveling to the project site. This analysis considers these factors and provides the

estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources.

Energy use during construction is forecasted by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). The energy usage required for project construction has been estimated based on the number and type of construction equipment that would be used during project construction, the extent that various equipment is utilized in terms of equipment operating hours or miles driven, and the estimated duration of construction activities. Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the estimated Vehicle Miles Traveled (VMT). The assessment also includes a discussion of the project's compliance with relevant energy-related regulatory measures and Project Design Features (PDF AIR-1) that would minimize the amount of energy usage during construction. These measures are also discussed in Chapter 2, Project Description, Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*, of this Draft EIR.

The construction equipment would likely be diesel fueled (with the exception of construction worker commute vehicles, which would primarily be gasoline fueled). For the purposes of this assessment, it is conservatively assumed heavy-duty construction equipment would be diesel-fueled. This represents a worst-case scenario intended to represent the maximum potential energy use during construction. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB off-road vehicle (OFFROAD) emissions model, which is a State-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC emissions model, which is a State-approved model for estimating emissions on-road vehicles and trucks. Both OFFROAD and EMFAC are incorporated into the California Emissions Estimator Model (CalEEMod), which is a State-approved emissions model used for the project's air quality and GHG emissions assessment. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in the EIR and consistent with general CEQA standards.

Operation

Operation of the project would require energy in the form of electricity and natural gas for building heating, cooling, lighting, water demand and wastewater treatment, consumer electronics, and any other activities associated with planned industrial uses, and transportation fuels, primarily gasoline, for vehicles traveling to and from the project site.

The energy usage required for project operations and routine and incidental maintenance activities is estimated based on the net change in energy demand from the new buildings and facilities compared to the existing restaurant. The energy usage takes into account building energy standards pursuant to the Title 24 Building Standards Code and CALGreen Code. Energy for transportation from employees and visitors to the project site is estimated based on the predicted number of trips to and from the project site and the estimated VMT. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) is estimated based on the total from the new buildings and facilities. The assessment also includes a discussion of the

project's compliance with relevant energy-related regulations, Project Design Features (PDF AIR-2; PDF GHG-1 through 7), and land use transportation characteristics that would minimize the amount of energy usage during operations. These measures are also discussed in Chapter 2, Project Description, Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*, of this Draft EIR.

Building energy use factors, water demand factors, vehicle trips from all vehicle types to and from the project site (including waste collection vehicles), and vehicle trip lengths from CalEEMod are used to estimate building energy use and VMT. The estimated fuel economy for vehicles is based on fuel consumption factors from the CARB EMFAC emissions model. As discussed above, EMFAC is incorporated into CalEEMod, which is a State-approved emissions model used for the project's air quality and GHG emissions assessment. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in this Draft EIR and consistent with general CEQA standards. The project's estimated energy demands were then analyzed relative to the existing and planned energy supplies for the BWP's and SoCalGas, in the project buildout year to determine if these two energy utility companies would be able to meet the project's energy demands.

4.4.5 Project Design Features

The project incorporates many project design features that target sustainable project site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. PDFs applicable to energy include:

> **PDF GHG-1 through 7:** (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).
>
> **PDF AIR-1: Construction Building Features:** (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).
>
> **PDF AIR-2: Design Elements** (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).

4.4.6 Impact Analysis

Project Consistency with Plans, Policies, or Regulations

Impact 4.4-1: The project would not conflict with adopted energy conservation plans. (Less-than-Significant Impact)

The project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would comply with the CALGreen Code to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. These measures are consistent with the City's sustainability action plan and smart-growth goals of improving energy and water efficiency in buildings, decreasing per-capita water use, using energy efficient appliances and equipment, and creating a more livable city.

The project would demonstrate consistency with the City's GGRP, discussed in Section 4.4.2 above. The GGRP aims to create a GHG inventory and set reduction goals and targets that could be incorporated into the City's General Plan. Criteria for meeting the goals of the GGRP and the project's applicable design features include:

Building and Energy Efficiency

The project would be designed to meet CAL Green criteria and the City's GGRP requirements (e.g., CAL Green Tier 1 energy efficiency for commercial components), as per PDF Air-2. Furthermore, the project would be designed to have white roofs, reducing the heat island effect and therefore reducing load on air conditioning units.

Transportation

The project would provide multiple pedestrian walkways on the project site, as well as a walkway to the f Burbank Airport-North Metrolink station. The project is served my multiple bus lines within reasonable walking distance, in addition to the two bust stops the it will provide along North Hollywood Way and North San Fernando Boulevard.

The project would encourage traveling to the project site via bicycle by providing on-street bike lanes along North Hollywood Way and Tulare Avenue, a bike path with connectivity to the Burbank Airport-North Metrolink station, installing four bike share stations, as well as multiple on-site bike parking locations.

Water Efficiency

The project will use water-saving plumbing fixtures (indoor) and drip irrigation and drought tolerant plants for landscaping, per PDF GHG-3.

A detailed discussion of the project's consistency with the GGRP is provided in Section 4.6, *Greenhouse Gas Emissions*. The analysis describes the consistency of the project with applicable plan goals and actions. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and PDF GHG-1 through 7, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics.

As a result, the project would implement PDFs and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

Mitigation Measures

None required.

Energy Standards

Impact 4.4-2: The proposed project would not violate State or Federal energy standards. (Less-than-Significant Impact)

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. As discussed in Section 4.4, *Greenhouse Gas Emissions*, of this Draft EIR, CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. The measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than 5 minutes at any given time. While intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel-efficient engines. According to the CARB staff report that was prepared at the time the anti-idling Airborne Toxic Control Measure was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NO_X) emissions by 64 and 78 percent respectively in analysis year 2009.[151] These reductions in emissions are directly attributable to overall reduced idling times and the resultant reduced fuel consumption.

CARB has also adopted emission standards for off-road diesel construction equipment of greater than 25 hp. The emissions standards are referred to as "tiers" with Tier 4 being the most stringent (i.e., less polluting). The requirements are phased, with full implementation for large and medium fleets by 2023 and for small fleets by 2028. The project would accelerate the use of cleaner construction equipment by using equipment (greater than 50 hp) that meets Tier 4 final off-road emissions standards, as specified in PDF AIR-1. Field testing from construction equipment manufacturers have shown that higher-tier equipment results in lower fuel consumption. For example, Tier 4 interim engines have shown a 5 percent reduction in fuel consumption compared to a Tier 3 engine.[152] Similar reductions in fuel consumption have been shown for Tier 3 engines compared to a Tier 2 engine.[153]

The daily operation of the project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment, and disposal off site and municipal solid waste requiring collection and transport off site. The project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. According to the CEC, the Title 24 (2016) standards use 5 percent less energy for lighting, heating, cooling, ventilation, and water heating than the prior Title 24 (2013)

151 California Air Resources Board, Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Appendix F, July 2004, https://www.arb.ca.gov/regact/idling/idling.htm. Accessed May 2017.

152 Cummins, "Fuel Duel" Confirms 5 Percent Higher Fuel Efficiency for Cummins Tier 4, June 25, 2009, http://www.businesswire.com/news/home/20090625005468/en/%E2%80%9CFuel-Duel%E2%80%9D-Confirms-5-Percent-Higher-Fuel. Accessed May 2017.

153 John Deere, Engine Performance, Fuel Efficiency, and Clean Air, Emissions Technology for Non-Road Applications, 2006, http://bellpower.com/uploads/product_brochures/15_Exp_EmissionsBrochure%20dswt14%5B1%5D.pdf. Accessed May 2017.

standards for non-residential uses.[154] As specified in PDFAIR 2, the project would be designed to include numerous energy and waste reduction features that would allow the project to comply with the Title 24 standards and achieve energy savings required by State regulations.

With respect to operational transportation-related fuel usage, the project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The project itself would co-locate complementary hotel, retail, and restaurant land uses on the project site near existing off-site commercial, residential, and retail destinations and in close proximity to existing public transit stops, which would result in reduced vehicle trips and VMT. The project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them"[155] (refer to Section 4.4, *Greenhouse Gas Emissions*, for a detailed discussion regarding the project's VMT reduction land use characteristics and consistency with the 2016 RTP/SCS).

Therefore, construction and operation of the project would be consistent with State and Federal energy standards and would be designed to include many energy and waste saving features as well as waste reduction features that would achieve energy savings. The project would also be sited in a transportation-efficient location and achieve reductions in VMT from private automobiles traveling to and from the project site consistent with the 2016 RTP/SCS. As a result, impacts would be less than significant.

Mitigation Measures

None required.

Energy Demand

Impact 4.4-3: The proposed project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. (Less-than-Significant Impact with Mitigation)

Construction

Electricity

Electrical power would be consumed to construct the project. The demand would be supplied from existing electrical facilities adjacent to the project site. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. The City's noise ordinance generally prohibits construction during nighttime hours (see BMC Chapter 9-3-208 as well as Section 4.10, *Noise*, of this Draft EIR), which would minimize the need for nighttime lighting.

[154] California Energy Commission, Adoption Hearing, 2016 Building Energy Efficiency Standards, June 10, 2015, http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf. Accessed May 2017.

[155] Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, page 16, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed May 2017.

Therefore, impacts on electricity supply and infrastructure associated with short-term construction activities would be less than significant.

Natural Gas

Natural gas is not expected to be consumed in any substantial quantities during construction of the project. Therefore, project impacts on energy and gas associated with construction activities would be less than significant.

Transportation Energy

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the OFFROAD model. On-road equipment would include vendor trucks to deliver supplies necessary for project construction and fuel used for employee commute trips. The estimated fuel usage for on-road trucks is based on the engineering estimates that form the basis of the construction-related impact analyses and fuel consumption information from the CARB on-road vehicle emissions model, EMFAC2014. The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the project site would depend on the total number of worker trips estimated for the duration of construction activity. The estimated fuel usage for construction worker commutes is based on the estimated number of workers for different phases of construction, the average distance that the workers would travel on local and regional roadways from CalEEMod, and emissions factors in the EMFAC2014 model. A summary of the annual fuel consumption during construction of the project is provided in **Table 4.4-1**, *Project Construction Fuel Usage*. As shown in Table 4.4-1, on- and off-road vehicles would consume an estimated annual average of 212,077 gallons of diesel fuel for each year of project construction.

TABLE 4.4-1
PROJECT CONSTRUCTION FUEL USAGE

Source	Gallons of Diesel Fuel Per Year	Gallons of Gasoline Fuel Per Year
Heavy-Duty Construction Equipment	202,178	—
Haul Trucks	—	—
Vendor Trucks	9,899	—
Worker Trips	—	58,257
Annual Average (approximately 29 month construction duration)	212,077	58,257
Estimated Project Fuel Savings from Construction Measures (Annual)	1,544 (PDF AIR-1, Anti-Idling ATCM)	—

SOURCE: ESA 2017.

Compliance with the anti-idling regulation and the use of cleaner construction equipment would reduce the project's annual average diesel fuel usage by approximately 1,544 gallons for each year of project construction.

As discussed previously, construction of the project would utilize fuel-efficient equipment consistent with State and Federal regulations and would comply with State measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. While these regulations are intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel-efficient engines. Tier 4 final engines have shown a 5 percent reduction in fuel consumption compared to a Tier 3 engine.[156] Similar reductions in fuel consumption have been shown for Tier 3 engines compared to a Tier 2 engine.[157] Compliance with anti-idling regulations and commitments under PDF AIR-1 to use the newest, cleanest equipment would result in fuel savings that would otherwise have been consumed in the absence of these measures, as shown in Table 4.4-1.

In addition, the project would be served by the City's solid waste collection and recycling services. The project will minimize haul trips during construction by recycling demolition waste and other construction waste on-site.

Based on the available data, construction would utilize energy for necessary activities and to transport construction materials and demolition debris to and from the project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus minimize the project's construction-related energy use. Therefore, construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

Operation

Electricity

The project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment as compared to the existing commercial use. The project's estimated net operational electricity demand, including from water demand, is provided in **Table 4.4-2**, *Project Operational Energy Usage*. As shown in Table 4.4-2, the project would result in a projected consumption of electricity totaling approximately 12.94 million kWh per year. The existing restaurant and parking lots use approximately 0.59 million kWh per year. As such, the project would result in a net new consumption of electricity within the project site of 12.34 million kWh per year. Implementation of PDF GHG-1 through 7 and PDF AIR-2 would minimize the project's estimated electricity, water, and natural gas consumption. Measures found in PDF AIR-2 would increase energy efficiency, resulting in energy savings. However, the extent to which these energy savings can be accurately quantified is limited due to unavailability of specific data.

[156] Cummins, "Fuel Duel" Confirms 5 Percent Higher Fuel Efficiency for Cummins Tier 4, June 25, 2009, http://www.businesswire.com/news/home/20090625005468/en/%E2%80%9CFuel-Duel%E2%80%9D-Confirms-5-Percent-Higher-Fuel. Accessed May 2017.

[157] John Deere, Engine Performance, Fuel Efficiency, and Clean Air, Emissions Technology for Non-Road Applications, 2006, http://bellpower.com/uploads/product_brochures/15_Exp_EmissionsBrochure%20dswt14%5B1%5D.pdf. Accessed May 2017.

TABLE 4.4-2
PROJECT OPERATIONAL ENERGY USAGE

Source	Natural Gas Per Year (million kBtu)	Electricity Per Year (million kWh)	Gallons of Diesel Fuel Per Year	Gallons of Gasoline Fuel Per Year
Proposed Project [a]				
Building Electricity and Transportation	15.64	16.88	146,508	1,260,957
Water Electricity [b]	—	0.63	—	—
Total	15.64	17.51	146,508	1,260,957
Estimated Project Energy Savings from Land use Characteristics and Features (Annual)	Not quantified [c]	Not Quantified[d]	Not Quantified	16,087 (potential savings from electric vehicle supply equipment)

[a] Existing and Project gasoline and diesel are calculated based on the estimated VMT and fuel consumption factors from EMFAC2014. Electricity and natural gas are calculated in Section 4.4, *Greenhouse Gas Emissions*, of this Draft EIR using CalEEMod (includes water-related electricity for conveyance and treatment).

[b] Electricity for water supply, treatment, distribution, and wastewater treatment.

[c] Natural gas savings from measures specified in PDFs cannot readily be quantified due to unavailability of specific data.

[d] Electricity savings from measures specified in PDFs cannot readily be quantified due to unavailability of specific data.

SOURCE: ESA 2017.

As discussed previously, the project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. As specified in PDF AIR-2 and PDF GHG-1 through 7, the project would be designed to include many energy and waste saving features that would allow the project to comply with and exceed the Title 24 standards and achieve greater energy savings than required by State regulations. Compliance with the Burbank Sustainable Action Plan would reduce energy and water consumption by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. The project would also support the recycling and waste diversion goals of the City by incorporating recycling collection areas in the project design. As such, the project would minimize energy demand. Finally, the incorporation of mitigation measures GHG-1 through 3 would ensure that the project uses its energy resources efficiently. Therefore, with the incorporation of these features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of electricity.

BWP's peak demand in the project buildout year of 2020 is expected to be approximately 1,096 million kWh.[158] As shown in Table 4.4-2, the project's estimated electrical consumption would account for approximately 1.54 percent of BWP's projected electricity sales for the project's buildout year. The electricity capacity from the project represents a relatively large percentage of BWP's overall capacity, but the project includes design features and mitigations to lessen the project's impact including: exceeding existing energy standards, implementing solar photovoltaic

[158] Burbank Water and Power, 2016 Annual Report 2015-2016, June 2016, https://www.burbankwaterandpower.com/images/FinancialReporting/BWP_AnnualReport_for_FY2015_16_FINAL_3-30-17.pdf. Accessed October 2017.

technology, and other strategies to maximize energy efficiency to the furthest extent possible. Also, the project applicant has contributed funds for the construction of a new BWP substation located at the southeast corner of Winona Avenue and North Ontario Street which would provide additional electricity to the project site. The substation would provide power to the project site through a 1,300-foot underground distribution system connecting from the substation to the project site at the corner of Hollywood Way and Winona Avenue. The substation would also provide electricity through aboveground power lines that travel along North Ontario Street up to North San Fernando Boulevard, then travel from North San Fernando Boulevard to Tulare Avenue, where they would connect to the project site along Hollywood Way. Therefore, the impacts related to electrical supply and infrastructure capacity would be less than significant with mitigation.

Natural Gas

The project would increase the demand for natural gas as compared to existing uses. The project's estimated net operational natural gas demand is provided in Table 4.4-2. As shown in Table 4.4-2, the project is projected to generate an annual demand for natural gas totaling approximately 15 million kBtu. Natural gas savings from measures specified in PDF AQ-1 cannot readily be quantified due to unavailability of specific data.

As would be the case with electricity, the project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. As specified in PDF AIR-2 and PDF GHG-1 through 7, the project would be designed to include numerous energy saving features as well as waste reduction features that would allow the project to comply with and exceed the Title 24 standards and achieve greater energy savings than required by State regulations. As such, the project would minimize energy demand. Therefore, with the incorporation of these features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

According to SoCalGas data, natural gas sales have been relatively stable over the past three years with a slight increase from 287 billion cubic feet in 2014 to 294 billion cubic feet in 2016. Based on the project's estimated natural gas consumption as shown in Table 4.4-2, the project would account for approximately 0.005 percent of SoCalGas for the project's buildout year. Therefore, it is anticipated that SoCalGas's existing and planned natural gas supplies would be sufficient to support the project's demand for natural gas. Therefore, impacts related to natural gas would be less than significant.

Transportation Energy

The project's estimated operational transportation fuel demand is provided in Table 4.4-2. As discussed previously, the project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The project would redevelop underutilized land into a mixed campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for 144 electric vehicle charging stations, providing four bike share stations, and numerous locations for bicycle parking. The project site is currently served by multiple bus routes provided by Los Angeles Metro and BurbankBus; and

will provide two bus stops, one along North Hollywood Way and North San Fernando Boulevard. Based on the high level of public transit, the Traffic Study applied a trip generation credit for the office, industrial, and hotel land uses, as well as an internal capture reduction for the retail portions of the project. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando. The project would provide safe access and connectivity for pedestrians and bicyclists to the Burbank Airport-North Metrolink station. Therefore, the project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them"[159] (refer to Section 4.4, *Greenhouse Gas Emissions*, for a detailed discussion regarding the project's VMT-reducing land use characteristics and consistency with the 2016 RTP/SCS). The estimated fuel savings from these land use characteristics is also provided in Table 4.4-2. The project would also include the installation of electric vehicle supply equipment (EVSE) throughout areas of the project's parking lot, pursuant to the CALGreen Code. According to the EMFAC2014 model, electric vehicles are predicted to account for approximately 1.2 percent of passenger vehicles in 2020 in the region. The estimated potential fuel savings from EVSE is provided in Table 4.4-2. The estimated fuel savings from the land use characteristics is accounted for in the project's estimated transportation fuel demand (i.e., without the land use characteristics that reduce VMT, the project would be expected to result in additional fuel demand equal to the amount quantified in the "Estimated Project Energy Savings" row of Table 4.4-2).

PDF AIR-2 also includes easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings). Per the State's Mandatory Commercial Recycling legislation, the project's commercial components would participate in recycling, since these land uses would generate more than 4 cubic yards of solid waste weekly. Mitigation Measure MM UTL-2 in Section 4.15, *Utilities*, would require tenants occupying industrial spaces to recycle to the maximum extent possible. As such the project would minimize solid waste generation thereby reducing transportation fuel needed to transport waste to a landfill, although the fuel savings from reduced waste haul trips is not quantified.

Given the evidence presented above, the project would minimize operational transportation fuel demand consistent with State and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel and impacts would be less than significant.

Mitigation Measures

MM GHG-1: Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site

[159] Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, page 16, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed May 2017.

renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.

MM GHG-2: The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper.**MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.

If it is determined that the project is using electricity inefficiently or being wasteful, the above mitigation measures would be utilized to ensure efficiency would be achieved.

Significance after Mitigation: Less than significant with mitigation.

Energy Infrastructure

Impact 4.4-4: The proposed project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less-than-Significant With Mitigation)

BWP is the electricity utility provider for the City. The annual electricity sale to customers for the 2015–2016 fiscal year is provided in **Table 4.4-3**, *Project Energy Usage and State and Regional Energy Supply*. SoCalGas is the natural gas utility provider for the region. The annual natural gas sale to customers in 2015 is provided in Table 4.4-3. Transportation fuel consumption data is available from the USEIA. The gasoline and diesel fuel consumption for transportation uses in California in 2015 is provided in Table 4.4-3. It is conservatively assumed heavy-duty construction equipment would be diesel-fueled. This also represents a worst-case scenario intended to represent the maximum potential energy use during construction.

The project's estimated net energy and transportation fuel demand are also provided in Table 4.4-3. To put the project's net energy and transportation fuel demand into perspective, the values are compared to the energy sales from regional providers and State transportation fuel supplies. As shown, the project would represent a very small fraction of the energy sales from regional providers and State transportation fuel supplies.

While construction of the project would result in a temporary fuel demand, according to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2040.[160] As of December 31, 2015, California had approximately 2,333 million barrels (approximately 98.0 trillion gallons) of crude oil left in the State's reserves.[161] Energy demands during the construction of the project would not represent a substantial fraction of the available energy supply in terms of equipment and transportation fuels and would not substantially affect

[160] United States Energy Information Administration, International Energy Outlook 2016, http://www.eia.gov/outlooks/ieo/liquid_fuels.cfm. Accessed May 2017.

[161] United States Energy Information Administration, California, Profile Data, May 18, 2017, https://www.eia.gov/state/data.cfm?sid=CA#ReservesSupply. Accessed May 2017.

existing local and regional supply and capacity for the future. Furthermore, construction of the project would use equipment that would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Thus, construction of the project would not conflict with energy standards applicable to heavy-duty construction equipment and associated on-road trucks and vehicles. Because project construction would entail energy demands largely associated with equipment and transportation fuels, construction of the project would not increase demands on the electric power network during peak and base period demand periods. As a result, construction energy impacts on supplies and infrastructure would be less than significant.

The project would comply with or exceed the applicable provisions of the Title 24 standards and the CALGreen Code in effect at the time of building permit issuance. Examples of energy measures in the Title 24 standards and the CALGreen Code include energy efficiency metrics and performance standards for appliances, space-conditioning equipment (i.e., heating, ventilation and air conditioning [HVAC]), water heating systems, windows and doors, insulation, lighting, and roofing materials; indoor and outdoor water use efficiency and conservation performance metrics; and requirements to provide solar-ready buildings with a minimum solar zone area (solar zone is defined as a section of the roof designated and reserved for the future installation of a solar electric or solar thermal system). As previously discussed, the latest version of the Title 24 (2016) standards results in approximately 5 percent less energy demand for non-residential lighting, heating, cooling, ventilation, and water heating as compared to the prior Title 24 (2013) standards.

BWP and SoCalGas update all load forecasts for electricity and natural gas services every year. Load growth forecasts for this area are determined using projection tools that use a number of sources of data, including past peak loading, population, development characteristics, and temperature history information. An outline of BWP forecast data sources are included in its Integrated Resource Plan.[162] SoCalGas and the CEC forecast future demand, as outlined in the California Gas Report.[163] The proposed project's electricity and natural gas usage is expected to represent a small fraction of BWP's and SoCalGas's energy use (approximately 1.54 percent and 0.0051 percent, respectively) and therefore may constitute a discernible increase in the utilities' energy demands for electricity. However, implementation of mitigation measures to ensure project efficiency would lessen the project's impact on overall energy demand. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with mitigation.

162 Burbank Water and Power, 2015 Integrated Resource Plan, http://burbank.granicus.com/MetaViewer.php?view_id=6&clip_id=7687&meta_id=311344. Accessed October 2017.

163 California Gas and Electric Utilities, 2016 California Gas Report, https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf.Accessed May 2017.

TABLE 4.4-3
PROJECT ENERGY USAGE AND STATE AND REGIONAL ENERGY SUPPLY

Source	Natural Gas Per Year (million kBtu)	Electricity Per Year (million kWh)	Diesel Fuel Per Year (gallons)	Gasoline Fuel Per Year (gallons)
SoCal Gas (2016) [a]/BWP (2015-2016) [b]	304,290	1,126	—	—
State of California (Transportation Sector) (2015) [c, d]	—	—	3,400,000,000	14,400,000,000
Construction				
Heavy-Duty Construction Equipment	—	—	202,178	—
Haul Trucks	—	—	—	—
Vendor Trucks	—	—	9,899	—
Worker Trips	—	—	—	58,257
Annual Average (approximately up to a 29-month construction duration)	—	—	212,077	58,257
Percent of State (Transportation Sector)	—	—	0.006%	0.0004%
Operations				
Proposed Project				
Building Electricity and Transportation	15.64	16.88	146,508	1,260,957
Water Electricity [e]	—	0.628	—	—
Net Total	15.64	17.51	146,508	1,260,957
Percent of SoCal Gas/BWP	0.0051%	1.54%		
Percent of State (Transportation Sector)			0.0043%	0.0088%

[a] Sempra Energy, 2016 Annual Report, 2017, http://www.sempra.com/pdf/financial-reports/2016_annualreport.pdf. Accessed May 2017. Converted from 294 billion cubic feet and a conversion factor of 1,035 Btu per cubic foot based on United States Energy Information Administration data (see: USEIA, Natural Gas, Heat Content of Natural Gas Consumed, April 28, 2017, https://www.eia.gov/dnav/ng/ng_cons_heat_a_EPG0_VGTH_btucf_a.htm. Accessed May 2017).

[b] Burbank Water and Power, 2015 Integrated Resource Plan, http://burbank.granicus.com/MetaViewer.php?view_id=6&clip_id=7687&meta_id=311344.

[c] United States Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2015, http://www.eia.gov/state/seds/data.cfm?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA. Accessed May 2017.

[d] United States Energy Information Administration, Table F7: Distillate Fuel Oil Consumption Estimates, 2015, http://www.eia.gov/state/seds/data.cfm?incfile=/state/seds/sep_fuel/html/fuel_use_df.html&sid=CA. Accessed May 2017.

[e] Electricity for water supply, treatment, distribution, and wastewater treatment.

SOURCE: ESA 2017.

With respect to operational transportation-related fuel usage, the project would support statewide efforts to improve transportation energy efficiency. The project would provide employment opportunities near off-site residential areas, the project site is served by a high level of public transit, the project would encourage use of non-motorized vehicles by installing the prewiring for 144 electric vehicle charging stations, four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the Burbank Airport-North Metrolink station. The proximity to transit and existing off-site uses would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related fuel demand, as shown in Table 4.4-3. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by passengers, would reduce the project's consumption of gasoline and diesel. According

to the EMFAC2014 model, electric vehicles are predicted to account for approximately 1.2 percent of passenger vehicles in 2020 in the region. Nonetheless, electric vehicles would translate to a fuel savings, as shown in Table 4.4-2. Plug-in electric vehicles would generally obtain battery power from utility-provided electricity, which are required to provide an increasing share of electricity from renewable sources (i.e., 33 percent by 2020 and 50 percent by 2030) under the State's Renewables Portfolio Standard. Therefore, while plug-in electric vehicles would replace traditional transportation fuels (i.e., gasoline) with utility-provided electricity, the electricity would be provided by an increasing share of renewable sources resulting in an overall reduction in energy resource consumption. As discussed above, according to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2040.[164] As the project would incorporate characteristics and measures that would reduce transportation fuel usage, the project energy impacts on transportation fuel supplies and infrastructure would be less than significant.

Mitigation Measures

> **MM GHG-1:** Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.
>
> **MM GHG-2:** The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper.
>
> **MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.

Significance after Mitigation: Less than significant with mitigation.

4.4.7 Cumulative Impact Analysis

Electricity

The geographic context for the cumulative analysis of electricity is BWP's service area. Growth within this area is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

Buildout of the project, the related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation, and may cumulatively increase the need for energy supplies. BWP forecasts that its peak electricity demand in the 2020–2021 fiscal year, the project buildout year, would be approximately 1,126

[164] United States Energy Information Administration, International Energy Outlook 2016, http://www.eia.gov/outlooks/ieo/liquid_fuels.cfm. Accessed May 2017.

million kWh (no load growth expected over next 20 years).[165] As shown in Table 4.4-3, the project's estimated net new electrical consumption would account for approximately 1.54 percent of BWP's projected electricity sales for the project's buildout year.

Future development would result in the irreversible use of electricity resources that could limit future energy availability. However, the utility provider for the project and related projects have determined that the use of such resources would be minor compared to existing supply and infrastructure within the BWP service area and would be consistent with growth expectations for BWP's service area.

As previously discussed, the project applicant has contributed funds for the construction of a new BWP substation located at the southeast corner of Winona Avenue and Ontario Street. The new substation would provide additional electricity to the project site through underground and aboveground distribution lines. Furthermore, like the project, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. The project would require mitigations measures GHG-1 through 3 to lessen the project's impact on electricity demand. As discussed above and based on evidence from BWP, the project may have a cumulatively considerable impact on existing energy resources either individually or incrementally when considered with the anticipated growth in the service areas. Accordingly, the impacts related to electricity consumption may be cumulatively considerable, but would be considered less than significant with mitigation measures incorporated.

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. Growth within these geography is anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities.

Buildout of the project and related projects in the SoCalGas service area is expected to increase natural gas consumption and the need for natural gas supplies. According to SoCalGas data, natural gas sales have been relatively stable over the past three years with a slight increase from 287 billion cubic feet in 2014 to 294 billion cubic feet in 2016. Based on the project's estimated natural gas consumption as shown in Table 4.4-3, the project would account for approximately 0.0051 percent of SoCalGas for the project's buildout year.

Although future development projects would result in irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would consistent with regional and local growth expectations for the SoCalGas service area. Further, like the project, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards in Title 24, and incorporate mitigation measures, as necessary. Therefore, the

[165] Burbank Water and Power, 2015 Integrated Resource Plan. http://burbank.granicus.com/MetaViewer.php?view_id=6&clip_id=7687&meta_id=311344. Accessed October 2017.

project would not have a cumulatively considerable impact related to natural gas consumption, and impacts would be less than significant.

Transportation Energy

Buildout of the project and related projects in the region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to Federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012-2016 standards. As discussed previously, the project would provide employment opportunities near off-site residential areas, the project site is served by a high level of public transit, the project would encourage use of non-motorized vehicles by installing the prewiring for 144 electric vehicle charging stations, four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the Burbank Airport-North Metrolink station. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT pursuant to SB 375, and as outline in the 2016 RTP/SCS for the region, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them."[166] Related projects would need to demonstrate consistency with these goals and incorporate project design features or mitigation measures as required under CEQA, which would also ensure related projects contribute to transportation energy efficiency. Furthermore, according to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2040.[167] Therefore, as the project would incorporate land use characteristics consistent with State goals for reducing VMT, the project would not have a cumulatively considerable impact related to transportation energy, and impacts would be less than significant.

[166] Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, page 16, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed May 2017.

[167] United States Energy Information Administration, International Energy Outlook 2016, http://www.eia.gov/outlooks/ieo/liquid_fuels.cfm. Accessed May 2017.

4.5 Geology and Soils

This section evaluates the potential for the proposed project to result in adverse impacts related to geologic, seismic, and soils hazards. The analysis is based on review of available geologic and geotechnical reports and maps of the project area and vicinity, including site-specific investigations conducted for each of the four individual sites that comprise the proposed project, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section analyzes the potential for both project-level and cumulative environmental impacts.

Data used in this section includes information obtained from the geotechnical studies prepared for the project site including the *Geotechnical Investigations, Burbank Airport/Industrial/Office /Hotel/Retail Development SWC of Hollywood Way and San Fernando Road Burbank, CA* prepared by NorCal Engineering, February 2016 (Appendix E).

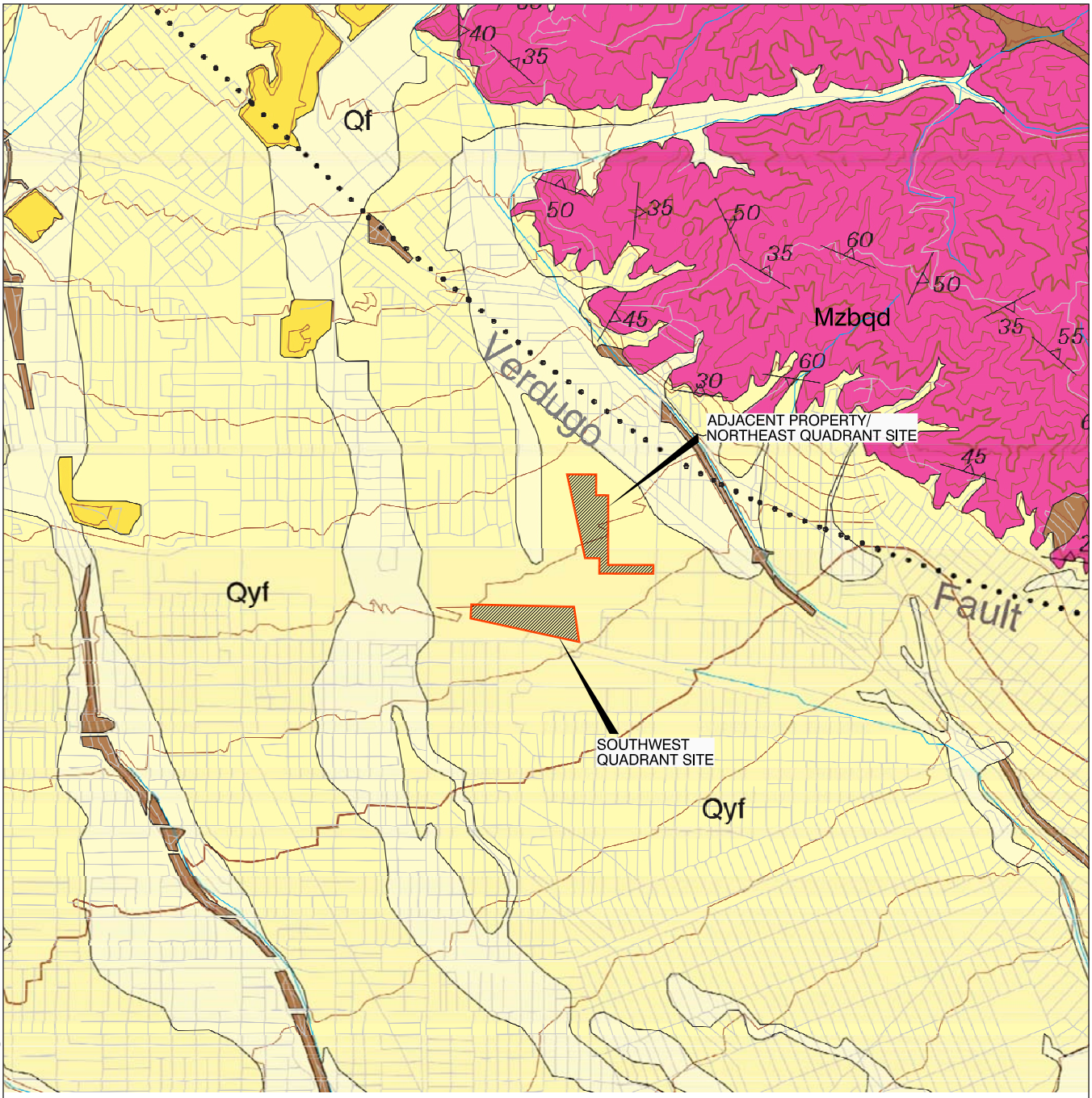
4.5.1 Environmental Setting

Regional Geology

The project is located in the San Fernando Valley, a Tertiary-Quaternary period sediment-filled basin within the Transverse Ranges geomorphic province of southern California. The Transverse Ranges geomorphic province is generally underlain by thick sequences of marine and non-marine sedimentary rock that have been folded and uplifted due to compression and rotation associated with a restraining bend on the San Andreas Fault. The folding and uplifting of the region led to characteristic east-to-west trending structural troughs and mountain ranges. The San Fernando Valley formed as sediment infilled a subsiding basin between the Santa Susana Mountains to the north and the Santa Monica Mountains to the south. The project is situated on a southeast sloping alluvial fan derived from the San Gabriel Mountains to the north.

Site Geology and Generalized Subsurface Conditions

The project is located in the eastern part of the San Fernando Valley west of the Verdugo Mountains and north of the Santa Monica Mountains. As shown on **Figure 4.5-1**, *Avion Burbank Regional Geologic Map*, the project site is underlain by Holocene and late Pleistocene alluvial fan deposits consisting of unconsolidated gravel, sand, and silt. The project is located east of the Hollywood-Burbank Airport at the southwest corner of Hollywood Way and North San Fernando Boulevard, bordered by Winona Avenue to the south. The project site is generally rectangular and elongated in a north-to-south direction with relatively flat topography descending gradually from the northwest at 740 feet above mean sea level, to the southeast at 700 feet above mean sea level. A majority of the project site had an industrial facility that was recently demolished and is currently undeveloped land covered with asphalt pavement. The northeast portion of the project site is currently used as a parking area for trucks and is paved with asphalt.



REFERENCE: ROBERT F. YERKES AND RUSSEL H. CAMPBELL, 2005, GEOLOGIC MAP OF THE LOS ANGELES 30'X60' QUADRANGLE, SOUTHERN CALIFORNIA.

LEGEND

Qyf	YOUNG ALLUVIAL FAN DEPOSITS	———	GEOLOGIC CONTACT
Qf	ALLUVIAL FAN DEPOSITS	• • • • • • • •	FAULT; DOTTED WHERE CONCEALED
Mzbqd	GRANITIC ROCKS		
Qaf	ARTIFICIAL FILL		

N

SCALE IN FEET

0 4000 8000

NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Ninyo & Moore

Avion Burbank Project

Figure 4.5-1
Regional Geologic Map

ESA

The project site is anticipated to be underlain by artificial fill and natural alluvial deposits as observed in the *Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/ Hotel/Retail Development*.[168] The fill materials consisted of brown soils, fine to medium grained to fine to coarse grained silty sand with gravel and some cobbles at depths of 1 to 8 feet. These soils were observed to be loose to dense and damp to moist. Deeper fill materials were observed toward the northern part of the project site. The alluvial materials, encountered directly beneath the fill, consisted of brown soils, fine to medium grained to fine to coarse grained, slightly silty sand to a medium to coarse grained gravelly sand with cobbles. These soils were noted to be medium dense to dense and damp. Deeper soils consisted predominately of silty sands and gravelly sands with cobbles which were dense and damp. The expansion index of the near-surface soils is very low based on the observed and tested granular soils at the locations of the borings.

The project is located in the San Fernando Valley Groundwater Basin. Groundwater monitoring well data from the State of California Water Resources Control Board's GeoTracker website were reviewed for wells in the vicinity of the project.[169] The data from wells located and off-site indicate a depth to groundwater around 250 feet below ground surface. Historical high groundwater beneath the sites are mapped at a depths of approximately 70 to 100 feet below ground surface. Historic groundwater monitoring well data from the Los Angeles County Department of Public Works Historical Well Measurement Data website was reviewed for wells located in close proximity to the project site. Based upon groundwater measurements from 1958 to 2008 in a well approximately 1 mile to the southwest of the project site, groundwater levels ranged from 168 to 248 feet below ground level. In another well, located approximately 0.5 mile east of the project site, groundwater levels ranged from 169 to 224 feet below ground surface between 1973 and 2015.

Faulting and Seismicity

The project is located in an area of relatively high seismicity, as is the majority of Southern California, and the potential for strong ground motion exists. Earthquakes generated from nearby or distant faults would result in groundshaking at the project site.

Surface fault rupture is the offset or rupturing of the ground surface by relative displacement across a fault trace during an earthquake. There are no known active faults crossing the project site, and it is not located in a State of California Earthquake Fault Zone in accordance with the Alquist-Priolo Earthquake Fault Zoning Act. The nearest active faults are the Verdugo and Sierra Madre Fault Zones. The Verdugo fault is located approximately 1.25 miles east and the Sierra Madre (San Fernando) fault is located approximately 5.3 miles north of the project site. Due to the distance of the project from a known active fault zone, the risk of fault rupture is considered to be low.

[168] NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

[169] State Water Resources Control Board, 2015. GeoTracker. https://geotracker.waterboards.ca.gov /map/?CMD=runreport&myaddress=bob+hope+airport (accessed July 29, 2017).

The observed effects of an earthquake originating on any given fault in the region would depend on the earthquake magnitude and the distance of the project from the earthquake source. In general, the more distant the source fault is from a location and the smaller the magnitude of the potential earthquake, the smaller the expected groundshaking effect.

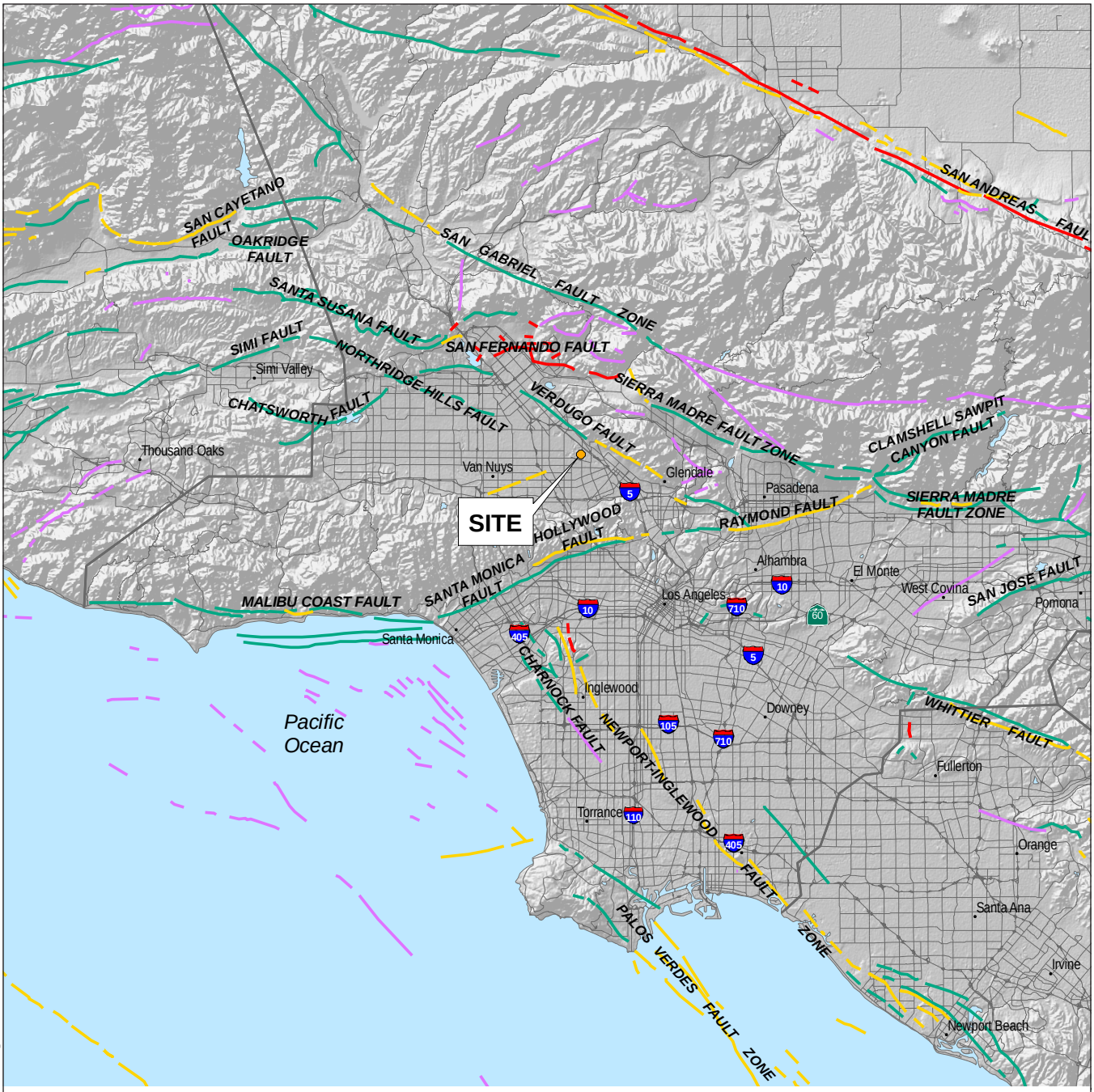
Figure 4.5-2, *Regional Fault Map* shows the approximate project site location relative to the major faults in the region. **Table 4.5-1,** *Principal Active Faults*, lists selected principal known active faults that may affect the project and the maximum moment magnitude (Mmax) from the United States Geological Survey (USGS). Moment is a physical quantity proportional to the slip on the fault times the area of the fault surface that slips; it is related to the total energy released. The moment magnitude provides an estimate of earthquake size that is valid over the complete range of magnitudes and has replaced the Richter scale.[170] Blind thrust faults are low-angle faults at depths that do not break the surface and are, therefore, not shown on Figure 4.5-2. Although blind thrust faults do not have a surface trace, they can be capable of generating damaging earthquakes and are included in Table 4.5-1.

TABLE 4.5-1
PRINCIPAL ACTIVE FAULTS

Fault	Approximate Fault to Project Site Distance miles (kilometers)	Maximum Moment Magnitude (Mmax)
Verdugo	1.3 (2.1)	6.9
Sierra Madre (San Fernando)	5.3 (8.5)	6.7
Hollywood	6.4 (10.3)	6.7
Upper Elysian Park Blind Thrust	6.7 (10.8)	6.7
Northridge	7.2 (11.6)	6.9
Santa Susana	7.5 (12.1)	6.9
San Gabriel	8.5 (13.7)	7.3
Newport-Inglewood	9.3 (15.0)	7.5
Santa Monica	9.6 (15.4)	7.4
Raymond	10.0 (16.1)	6.8
Puente Hills Blind Thrust	10.2 (16.4)	7.0
Charnock	14.6 (23.5)	6.5
Chatsworth	17.5 (28.2)	6.8
Elsinore (Whittier)	26.2 (42.2)	7.9
San Andreas	27.7 (44.6)	8.2

SOURCE: United States Geological Survey 2008 https://earthquake.usgs.gov/hazards/qfaults/map/#qfaults.

[170] Michigan Technological University, 2007. UPSeis. How are Earthquake Magnitudes Measured? http://www.geo.mtu.edu/UPSeis /intensity.html (accessed July 29, 2017);
United States Geological Survey, 1989. Earthquakes and Volcanoes Volume 21, Number 1,. Measuring the Size of an Earthquake. https://earthquake.usgs.gov/learn/topics/measure.php, (accessed July 29, 2017)



GIS DATA SOURCE: CALIFORNIA GEOLOGICAL SURVEY (CGS); ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE (ESRI)
REFERENCE: JENNINGS, 2010, FAULT ACTIVITY MAP OF CALIFORNIA AND ADJACENT AREAS

LEGEND

FAULT ACTIVITY:

- HISTORICALLY ACTIVE
- HOLOCENE ACTIVE
- COUNTY BOUNDARIES
- LATE QUATERNARY
- QUATERNARY

N

10 0 10

Miles

NOTE: DIMENSIONS, DIRECTIONS, AND LOCATIONS ARE APPROXIMATE

D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Ninyo & Moore

Avion Burbank Project

Figure 4.5-2
Regional Fault Map

ESA

Liquefaction

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subjected to strong earthquake-induced groundshaking. Groundshaking of sufficient duration results in the loss of grain-to-grain contact due to a rapid rise in pore water pressure, causing the soil to behave as a fluid for a short period of time. Liquefaction is known generally to occur in saturated or near-saturated cohesionless soils at depths shallower than 50 feet. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, groundwater level, degree of saturation, and both intensity and duration of groundshaking. The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of slabs due to sand boiling, and buckling of deep foundations due to liquefaction-induced ground settlement. Groundwater at the project site is anticipated to be deeper than 70 feet below ground surface, based on the historic high groundwater levels measured in local wells. The project site is not located in an area mapped as potentially susceptible to liquefaction.[171] In addition, no groundwater was encountered during the geotechnical investigation, which explored to depths ranging up to 60 feet below ground surface. Therefore, the project is unlikely to be susceptible to liquefaction or liquefaction-related seismic hazards (liquefaction-induced dynamic settlement and/or lateral spreading).

Dynamic Compaction of Dry Soils

Relatively dry soils (e.g., soils above the groundwater table) with low density or softer consistency tend to undergo a degree of compaction during a seismic event. Earthquake shaking often induces significant cyclic shear strain in a soil mass, which responds to the vibration by undergoing volumetric changes. Volumetric changes in dry soils take place primarily through changes in the void ratio (usually contraction in loose or normally consolidated soft soils, and dilation in dense or over consolidated stiff soils) and secondarily through particle reorientation. Such volumetric changes are generally non-recoverable. Potential settlement induced by dynamic compaction of relatively dry soil is low at the project site.

Landforms and Landslides

Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic groundshaking. The project site is relatively flat, has been extensively developed, and is covered primarily with pavements, hardscape, and structures. Additionally, the project site is not located in an area mapped as potentially susceptible to landslides.[172] Therefore, the potential for landslides at the project site is non-existent.

[171] City of Burbank, 2013. Burbank 2035 General Plan, Safety Element Exhibit S-4 Liquefaction Zones, page 7-15.
[172] City of Burbank, 2013a. Burbank 2035 General Plan, Safety Element Exhibit S-5 Earthquake Induced Landslide Zones, page 7-16.

Expansive Soils

Expansive soils include clay minerals that are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Sandy soils are generally less expansive. Changes in soil moisture can result from rainfall, irrigation, pipeline leakage, surface drainage, perched groundwater, drought, or other factors. Volumetric change of expansive soils may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials. As discussed in the *Engineering Geotechnical Report* prepared for the project, soils at the project site generally consist of sandy materials with an expansion index ranging from 0 to 2, resulting in a very low expansion potential. Impacts from expansive soils would be very low.

Subsidence

Subsidence is characterized as a sinking of the ground surface relative to surrounding areas, and can generally occur where deep soil deposits are present. Subsidence in areas of deep soil deposits is typically associated with regional groundwater withdrawal or other fluid withdrawal from the ground such as oil and natural gas. Subsidence can result in the development of ground cracks and damage to subsurface vaults, pipelines and other improvements. Historic subsidence has neither occurred nor been reported in the vicinity of the project; therefore, the potential for subsidence is highly unlikely.

Compressible/Collapsible Soils

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soils undergo a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Buildings, structures, and other improvements may be subject to excessive settlement-related distress when compressible soils or collapsible soils are present. The project site is generally underlain by older fill and alluvial soils. The alluvial soils underlying the project site are generally unconsolidated, reflecting a depositional history without substantial loading, and may be subject to collapse. Fill soils related to previous developments underlie most of the project site and may be potentially compressible/collapsible.

Corrosive Soils

The project is located in a geologic environment that could potentially contain soil conditions that are corrosive to concrete and metals. The criteria for non-corrosive soils is soils having a chloride concentration of 500 parts per million [ppm] or less, a soluble sulfate content of approximately 0.20 percent (2,000 ppm) or less, and pH value of 5.5 or higher.[173] If corrosive soil conditions exist, they may exacerbate the corrosion hazard to buried conduits, foundations, and other buried concrete or metal improvements. Corrosive soils could cause premature deterioration of these underground structures or foundations. As discussed in the *Engineering Geotechnical Report* prepared for the project, soils at the project site have chloride concentrations ranging from 139 to 175 ppm, soluble sulfate content ranging from .001 to .002 percent and pH ranging from 6.9

[173] California Department of Transportation, 2003. Corrosion Guidelines Version 1.0, Division of Engineering Services, Materials Engineering and Testing Services Corrosion Technology Branch.

to 7.1. Based on these measurements, soils may not be corrosive. However, the minimum resistivity values obtained from the samples tested is representative of an environment that may be corrosive to metals.

4.5.2 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The U.S. Congress passed the Earthquake Hazards Reduction Act of 1977[174] in an effort to minimize the risk to life and property from earthquakes. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program; in 1990, this program was substantially amended by the National Earthquake Hazards Reduction Program Act,[175] which refined the description of agency responsibilities and program goals and objectives.

State

Alquist-Priolo Earthquake Fault Zoning Act

The State of California passed the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act)[176] in 1972 as a direct result of the 1971 San Fernando Earthquake, which caused extensive surface rupture and widespread damage. The Alquist-Priolo Act prohibits the location of structures designed for human occupancy across the traces of active faults (lines of surface rupture), thereby reducing the potential for loss of life and property from an earthquake. There are no active faults known to cross the project site and it is not located within an Alquist-Priolo Zone. The nearest fault to the project is the active Verdugo fault located approximately 1.25 miles east.

Seismic Hazards Mapping Act of 1990

The California legislature enacted the Seismic Hazards Mapping Act following the Bay Area's Loma Prieta Earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This act directs the Department of Conservation to identify and map areas prone to the earthquake hazards of strong groundshaking, liquefaction, and seismically induced landslides. The State regulates proposed development in these high-risk areas, known as Seismic Hazard Zones, through the permit review process. The Seismic Hazards Mapping Act prohibits development in identified hazard zones until project proponents have carried out appropriate geotechnical investigations and incorporated risk-reduction measures into development plans.[177]

California Code of Regulations, California Building Code, Title 24, Part 2

The California Building Code (CBC), which is codified in Title 24, Part 2, of the California Code of Regulations, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, egress facilities, and general

[174] United States Code, Section 7701 et seq., Earthquake Hazards Reduction Act of 1977 (amended 2004).
[175] United States Code, Section 7704, National Earthquake Hazards Reduction Program Act (1990).
[176] California Public Resources Code, Section 2621, Alquist-Priolo Earthquake Fault Zoning Act (1972).
[177] California Public Resources Code, Sections 2690¬–2699.6, Seismic Hazards Mapping Act (1990).

building stability. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all building and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The CBC is based on the International Building Code (IBC), with necessary California amendments to accommodate the increased risk from seismic hazards. The IBC, most recently updated in 2015 by the International Code Council, is the industry standard for building codes, ensuring consistent requirements for construction and safety across the country. The City of Burbank (City) has adopted the 2016 CBC.

Local

City of Burbank

The *Burbank2035 General Plan* Safety Element includes the following policies that address potential geology and soils impacts within the Safety Element.

> **Goal 5 Seismic Safety:** Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.
>
> > **Policy 5.1:** Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.
> >
> > **Policy 5.2:** Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.
> >
> > **Policy 5.3:** Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.
> >
> > **Policy 5.4:** Encourage and facilitate retrofits of seismically high-risk buildings to reduce risks from seismic groundshaking.

4.5.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to geology and soils if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Strong seismic groundshaking (see **Impact 4.5-1**, below)
  - Seismic-related ground failure, including liquefaction (see **Impact 4.5-1**, below)
- Result in substantial soil erosion or the loss of topsoil (see **Impact 4.5-2**, below).
- 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 compressible/collapsible soils, differential settlement, or shrinkage and subsidence (see **Impact 4.5-3**, below).
- Be located on expansive or corrosive soil, creating substantial risks to life or property (see **Impact 4.5-4**, below).

The project would result in less than significant impacts related to development on an active fault, no impacts associated with landslides, and no impacts regarding septic or alternative wastewater disposal systems; therefore, these issues do not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in this Draft EIR and Initial Study/Notice of Preparation, included in Appendix A.)

4.5.4 Methodology

The following evaluation of potential impacts is based on published reports and topographic images from the California Geological Survey (CGS) and the United States Geological Survey (USGS). These agencies offer information which is used to determine the existence of known geologic formations and historical conditions. This analysis relies on the findings of the NorCal Engineering, *Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/ Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, February 29, 2016* prepared for Overton Moore Properties (included as Appendix E). These investigations included field and subsurface exploration at the project site which consisted of the excavation, logging, and sampling of 30 hollow-stem auger borings to depths ranging between five and 60 feet below current ground elevations. Geotechnical laboratory testing of selected soil samples included tests to evaluate in-situ moisture and density, percent particles, and gradation, Proctor density, shear strength, expansion index, soil corrosivity, and R-value were also conducted. After reports and technical information were reviewed, project site conditions were compared by evaluating the potential for the project to impact geologic conditions while also being compared against CEQA thresholds.

4.5.5 Impact Analysis

Earthquakes

Impact 4.5-1: The project would not expose people or structures to adverse geologic effects, including the risk of loss, injury or death involving strong seismic ground shaking, or seismic-related ground failure, including liquefaction. (Less than Significant Impact)

Potential seismic groundshaking, ground failure and liquefaction impacts as a result of the project would be the same for both construction and operation.

Strong Seismic Groundshaking

The Verdugo Fault and a number of other regional faults, including the San Fernando, Sierra Madre, Hollywood, Raymond, Newport-Inglewood, and San Andreas Faults, are the main contributors to potential seismic groundshaking and liquefaction in Burbank and the surrounding region. As previously noted, the Verdugo Fault passes approximately 1.25 miles from the project site and is believed capable of generating a magnitude 6.9 earthquake with strong groundshaking. The effect of seismic shaking due to an earthquake on any of these faults would depend on the earthquake magnitude and the project site's distance from the earthquake epicenter. In general, groundshaking would be less damaging the farther the epicenter is from the project and the lower the earthquake magnitude.

A site-specific analysis was conducted to evaluate the potential levels of groundshaking that could occur at the project. The 2016 CBC recommends that the design of structures be based on spectral response accelerations in the direction of maximum horizontal response (5 percent damped) having a 1 percent probability of collapse in 50 years. These spectral response accelerations represent the Risk-Targeted Maximum Considered Earthquake (MCE_R) ground motion. The horizontal peak ground acceleration (PGA) that corresponds to the MCE_R for the project site was calculated at 2.37 g using the USGS web-based seismic design tool. The mapped PGA (PGA_M) which is defined as the Maximum Considered Earthquake Geometric Mean (MCE_G) PGA with adjustment for site class effects in accordance with the American Society of Civil Engineers (ASCE) 7-10 Standard was estimated to be 0.83 g using the USGS seismic design tool. Based on horizontal peak ground acceleration calculated for the project, groundshaking would be a potentially significant impact, if project structures were not designed appropriately.[178] As with any new development in the State of California, building design and construction for the project would be required to conform to current seismic design provisions of the CBC and be designed to resist or accommodate appropriate site-specific ground motions. The 2016 CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. For these reasons, construction and operational impacts related to groundshaking would be less than significant.

Liquefaction

According to the Seismic Hazard Zone Map for the Burbank Quadrangle[179] published by the CGS, and the Liquefaction Zones Map[180] published by the City of Burbank, the project is not located in a potential liquefaction zone and is not likely to experience liquefaction and related phenomena such as liquefaction induced settlement. Additionally, current and historic groundwater depth at the project site suggests that the potential for liquefaction is low, since groundwater is deeper than 50 feet. For these reasons, potential impacts associated with liquefaction and liquefaction induced settlement during construction and operation would be less than significant.

Ground Failure

Dry soils, above the groundwater table, with low density or softer consistency tend to undergo a degree of compaction during a seismic event which could cause ground failure. According to the *Geotechnical Engineering Investigation* for the project, soils at the project site are primarily artificial fill and alluvial deposits and indicate a potential for dynamic compaction.[181] The project would be designed with structural design recommendations from a detailed subsurface

[178] NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

[179] California Geological Survey (CGS), State of California Seismic Hazard Zones, Seismic Hazard Zone Map, Burbank Quadrangle, "Seismic Hazard Zonation Program" (1999), http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_bur.pdf.

[180] City of Burbank, 2013. Burbank 2035 General Plan, Safety Element Exhibit S-4 Liquefaction Zones, page 7-15.

[181] NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

geotechnical evaluation report which would assess the potential for dynamic compaction and recommend structural design techniques to reduce the impacts from seismically induced ground failure as required by the 2016 CBC. The project *Geotechnical Engineering Investigation* provides recommendations and guidelines to keep structures safe from excessive settlements under the anticipated design loading and conditions. Additionally, the project would meet all requirements of the City Building Ordinance and would not impose adverse effects on existing adjacent structures. A project specific geotechnical report would be required for the seven-story hotel development once the final building plans are available. Required compliance with appropriate structural design or other techniques would reduce potential construction and operational impacts related to seismically induced compaction to less than significant.

Mitigation Measures

None required.

Soil Erosion or Topsoil Loss

Impact 4.5-2: The project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant Impact)

Construction

This project site is currently graded and partially developed with surface parking lots, which were previously used for vehicle storage. As mentioned above, the project site is primarily artificial fill. As a result, there are few areas of topsoil and the project would not result in impacts related to the loss of topsoil. During construction activities for the project, specifically excavation and grading, the amount of impervious surfaces could be temporarily reduced, thus creating new exposed surfaces that would be subject to windborne soil erosion. Areas of stockpiled materials would also increase the possibility of windborne erosion. Additionally, the potential for soil erosion of these exposed areas would increase during periods of heavy precipitation. However, the project applicant would prepare a stormwater pollution prevention plan (SWPPP) and implement best management practices (BMPs), as required by the Los Angeles Regional Water Quality Control Board, which would minimize the potential for soil erosion. Therefore, project impacts related to construction, would be less than significant by complying with the applicable regulatory standards.

Operation

During operation of the project, BMPs related to ongoing drainage design and maintenance practices would be included in the SWPPP and implemented to reduce soil erosion during operation. Operational soil erosion can also be controlled through design procedures such as appropriate surface drainage design of roadways and facilities to provide for positive surface runoff. The project would be developed with buildings, paved areas, and limited open spaces, and would have minimal to no areas of topsoil. Loss of topsoil would not be a concern for the project. Therefore, operational project impacts would be less than significant by complying with the applicable regulatory standards.

Mitigation Measures

None required.

Unstable Geologic Location

Impact 4.5-3: The project would not 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 compressible/collapsible soils, differential settlement, or shrinkage and subsidence. (Less than Significant Impact)

Potential unstable soil impacts as a result of the project would be the same for both construction and operation.

Compressible/Collapsible Soils

The project site lies within the Quaternary active wash and Quaternary younger alluvium units shown on the map entitled *2000 Quaternary Geology of the San Fernando Valley.*[182] The Quaternary active wash deposits are composed of loose to moderately dense sand and silty sand, while the Quaternary younger alluvium and alluvial fan deposits are composed of loose to moderately dense sand and silty sand with minor clay. Subsurface exploration at the project site to 60 feet below ground surface indicates that the project site is underlain by loose to medium dense, fine to coarse grained silty sand with gravel and gravelly sand with cobbles; groundwater was not encountered.[183] The project would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils which may be potentially compressible/collapsible. Due to the presence of potentially compressible/collapsible soils there is the potential for differential settlement. The project *Geotechnical Engineering Investigation Report* assessed the potential for compressible/collapsible soils and provided structural design recommendations to mitigate potential impacts. [184] The report recommends the removal of all fill soils down to competent native material, the exposed surface scarified to a depth of 12 inches, brought to within 2 percent of optimum moisture content and compacted to a minimum of 90 percent of the laboratory standard (ASTM: D-1557) prior to placement of any additional compacted fill soils, foundations, slabs-on-grade, or pavement. Additionally, grading shall extend a minimum of 5 horizontal feet outside the edges of the foundations or equidistant to the depth of fill placed, whichever is greater. Therefore, project impacts resulting from compressible/collapsible soils would be less than significant with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

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[182] C.S. Hitchcock and C.J. Wills, U.S. Geological Survey (USGS),2000. Quaternary Geology of the San Fernando Valley, Los Angeles County, California, "National Geologic Map Database," Map Sheet MS 50 (California Division of Mines and Geology: 2000) http://ngmdb.usgs.gov/Prodesc/proddesc_43656.htm.

[183] NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

[184] Ibid.

Differential Settlement

The project site has the potential for differential settlement of foundations due to the compacted fill and medium dense native materials. The project would incorporate the structural design recommendations outlined in the *Geotechnical Engineering Investigation Report,*[185] prepared for the project, which assessed the potential for differential settlement at less than 0.25 inch. The report recommends that all foundations, including floor slab areas, be underlain by a uniform compacted fill blanket at least 2 feet in thickness. The fill blanket should extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. Therefore, project impacts resulting from differential settlement would be less than significant with adherence to design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

Shrinkage and Subsidence

The project would incorporate the structural design recommendations outlined in the *Geotechnical Engineering Investigation Report,*[186] prepared for the project, which assessed the potential for soil shrinkage on the order of 5 to 15 percent due to excavation and recompaction. The report determined that subsidence should be approximately 0.2 feet due to earthwork operations. Additionally, historic subsidence is not known to have occurred or been reported at the project site. Therefore, project impacts resulting from shrinkage and subsidence would be less than significant with adherence to design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

There are no unstable geological units or soils known to be present at the project site. Therefore, project construction and operational impacts related to unstable soils would be less than significant.

Mitigation Measures

None required.

Expansive or Corrosive Soil

Impact 4.5-4: The project would not be located on expansive or corrosive soil creating substantial risks to life or property. (Less than Significant Impact)

Potential expansive or corrosive soil impacts as a result of the project would be the same for both construction and operation.

185 NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

186 Ibid.

Expansive Soils

The *Geotechnical Engineering Investigation Report*[187] prepared for the project includes the results of expansion tests conducted on soils from on-site borings. The results indicate that the potential for expansive soils at the project site is very low, with expansion indices ranging from 0 to 2. Therefore, project impacts resulting from expansive soils would be less than significant.

Corrosive Soils

The *Geotechnical Engineering Investigation Report*[188] prepared for the project includes the results of corrosive tests conducted on soils from the borings. The results indicate that the minimum resistivity value obtained from samples is representative of an environment that may be corrosive to metals. The soil pH value was considered mildly acidic and may cause corrosivity. The project site may contain soil conditions that are corrosive to concrete and metal which could cause premature deterioration of underground structures or foundations. The City of Burbank has adopted the 2016 CBC, which requires the project to comply with the building permit. Compliance with State and local regulations, including the CBC, would reduce potential effects related to expansive and corrosive soils by requiring corrosion protection systems for buried metal such as protective coatings, wrappings, or use the use of PVC where permitted by building codes. Therefore, impacts related to expansive or corrosive soils would be less than significant with adherence to the City's applicable codes and regulations and design standards as outlined in the project *Geotechnical Engineering Investigation Report*.

Mitigation Measures

None required.

4.5.6 Cumulative Impact Analysis

The other projects in the vicinity of the project site are presented in Chapter 3.0, *Project Description*, Section 3.9. Because geotechnical hazards are site-specific, the geographic context for evaluating potential cumulative impacts consists of individual project development sites in the greater Los Angeles region. Although cumulative development in Burbank and the Los Angeles area includes numerous projects that could cause geology and soil impacts, these projects do not overlap geographically and the corresponding impacts would be site-specific rather than adding to an overall cumulative effect. In addition, all projects must be designed in accordance with State and local building standards. Because the incremental effect of the project would not be cumulatively considerable as to geotechnical hazards, it would not contribute to a significant cumulative impact in these regards.

187 NorCal Engineering, 2016. Geotechnical Engineering Investigation, Burbank Airport Industrial/Office/Hotel/Retail Development, SWC of Hollywood Way and San Fernando Road, Burbank, California, Project Number 18536-15, prepared for Overton Moore Properties (February 29, 2016).

188 Ibid.

4.6 Greenhouse Gas Emissions

This section addresses greenhouse gas (GHG) emissions generated by the construction and operation of the project inclusive of mandatory and voluntary energy and resource conservation measures that have been incorporated into the project to reduce its GHG emissions. The analysis also addresses the consistency of the project with applicable regulations, plans, and policies set forth by the State of California and the City to reduce GHG emissions. Details regarding the GHG analysis are provided in the Greenhouse Gas Technical Report, which is attached as Appendix F of the Draft EIR.

4.6.1 Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, data indicates that the current global conditions differ from past climate changes in rate and magnitude. The current increased changes in global climate have been attributed to anthropogenic activities by the Intergovernmental Panel on Climate Change (IPCC).[189] GHGs trap long-wave radiation or heat in the atmosphere, which heats the surface of the Earth. Without human intervention, the Earth maintains an approximate balance between the GHG emissions in the atmosphere and the storage of GHGs in the oceans and terrestrial ecosystems. GHGs are the result of both natural and anthropogenic activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking, are the primary sources of GHG emissions.

The Federal government and State of California recognized that anthropogenic (i.e., human-caused) GHG emissions are contributing to changes in the global climate, and such changes are having and will have adverse effects on the environment, the economy, and public health. While worldwide contributions of GHG emissions are expected to have widespread consequences, it is not possible to link particular changes to the environment of California or elsewhere to GHGs emitted from a particular source or location. In other words, emissions of GHGs have the potential to cause global impacts rather than local impacts. Increased concentrations of GHGs in the Earth's atmosphere have been linked to global climate change and such conditions as, rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increased frequency and magnitude of severe weather conditions. Existing climate change models also show that climate warming portends a variety of impacts on agriculture, including loss of microclimates that support specific crops, increased pressure from invasive weeds and diseases, and loss of productivity due to changes in water reliability and availability. In addition, rising temperatures and shifts in microclimates associated with global climate change are expected to increase the frequency and intensity of wildfires. California law defines GHGs to include the following compounds: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).[190]

[189] Intergovernmental Panel on Climate Change, Fifth Assessment Report: The Physical Science Basis, Summary for Policy Makers, (2013).

[190] *State CEQA Guidelines* Section 15364.5; Health and Safety Code, Section 38505(g).

The most common GHG that results from human activity is CO_2, which represents 76 percent of total anthropogenic GHG emissions in the atmosphere (as of 2010 data),[191] followed by CH_4 and N_2O. Scientists have established a Global Warming Potential (GWP) to gauge the potency of each GHG's ability to absorb and re-emit long-wave radiation. The GWP of a gas is determined using CO_2 as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO_2e). The measurement unit of CO_2e is used to report the combined potency of GHG emissions. The IPCC updated the GWP values based on the latest science in its Fifth Assessment Report (AR5). Although GWPs have been updated in IPCC AR5, the California Air Resources Board (CARB) uses GWPs from IPCC AR4 for its most recent GHG emissions inventory.[192] Compounds that are regulated as GHGs are discussed below.[193, 194]

- **Carbon Dioxide (CO_2):** the most abundant GHG in the atmosphere, primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 has a GWP of 1, and therefore, is the reference gas for determining the GWPs of all other GHGs.
- **Methane (CH_4):** emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. CH_4 has a GWP of 25.
- **Nitrous Oxide (N_2O):** produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N_2O has a GWP of 298.
- **Hydrofluorocarbons (HFCs):** fluorinated compounds consisting of hydrogen, carbon, and fluorine, typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. HFCs have GWPs ranging from 124 to 14,800.
- **Perfluorocarbons (PFCs):** fluorinated compounds consisting of carbon and fluorine, primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs have GWPs ranging from 7,390 to 127,200.
- **Sulfur Hexafluoride (SF_6):** fluorinated compound consisting of sulfur and fluoride, a colorless, odorless, nontoxic, nonflammable gas most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 22,800.

191 Intergovernmental Panel on Climate Change, Fifth Assessment Report: Synthesis Report, (2013).

192 GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in, 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the science in its Fourth Assessment Report (AR4). CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

193 Intergovernmental Panel on Climate Change, Second Assessment Report, Working Group I: The Science of Climate Change, (1995).

194 Intergovernmental Panel on Climate Change, Fourth Assessment Report, Working Group I Report: The Physical Science Basis, (2007).

Existing Conditions

Greenhouse Gas Emissions Inventory

Worldwide, man-made emissions of GHGs were approximately 49,000 million metric tons (MMT) CO_2e in 2010 including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation).[195] Emissions of CO_2 from fossil fuel use and industrial processes account for 65 percent of the total while CO_2 emissions from all sources accounts for 76 percent of the total GHG emissions. Methane emissions account for 16 percent and N_2O emissions for 6.2 percent. In 2015, the United States was the world's second-largest emitter of CO_2 at 5,150 MMT; China was the largest emitter of CO_2 at 10,700 MMT.[196]

CARB compiles GHG inventories for the State of California. Based on the 2015 GHG inventory data (the latest year for which data are available from CARB), California emitted 440.4 million metric tons of CO_2e ($MMTCO_2e$) including emissions resulting from imported electrical power, and 405 $MMTCO_2e$ excluding emissions related to imported power. Since 2007, statewide GHG emissions have followed a declining trend and 2015 emissions were 1.5 $MMTCO_2e$ lower than 2014.[197] Between 1990 and 2015, the population of California grew by approximately 9.1 million (from 29.8 to 38.9 million), which represents an increase of approximately 30 percent from 1990 population levels. [198] In addition, the California economy, measured as gross State product, grew from $773 billion in 1990 to $2.49 trillion in 2015 representing an increase of approximately three times the 1990 gross State product.[199] Despite the population and economic growth, California's net GHG emissions only grew by approximately 2 percent between 1990 and 2015. According to CARB, the declining trend coupled with the State's GHG reduction programs (such as the Renewables Portfolio Standard, LCFS, vehicle efficiency standards, and declining caps under the Cap and Trade Program) demonstrate that California is on track to meet the 2020 GHG reduction target codified in California Health and Safety Code (HSC), Division 25.5, also known as The Global Warming Solutions Act of 2006 (AB 32).[200] **Table 4.6-1**, *State of California Greenhouse Gas Emissions*, identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., areas of carbon sequestration due to forest growth) in 1990 and 2015 (the most

195 Intergovernmental Panel on Climate Change, Fifth Assessment Report Synthesis Report, (2014).

196 PBL Netherlands Environmental Assessment Agency and the European Commission Joint Research Center, Trends in Global CO_2 Emissions 2016 Report, (2016) 20, 23. Available: http://www.pbl.nl/en/publications/trends-in-global-co2-emissions-2016-report. Accessed August 2017.

197 California Air Resources Board, California Greenhouse Gas Emission Inventory-2017 Edition. Available at https://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed June 2017.

198 United States Census Bureau, 1990 Census Apportionment Results, https://www.census.gov/data/tables/1990/dec/1990-apportionment-data.html. Accessed June 2017; California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1, 2011-2017, with 2010 Benchmark, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed June 2017.

199 California Department of Finance, Gross State Product. Available at: http://dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/. Accessed June 2017. Amounts are based on current dollars as of the date of the report (May 2017).

200 California Air Resources Board, Frequently Asked Questions for the 2016 Edition California Greenhouse Gas Emission Inventory, (2016). Available: https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_faq_20160617.pdf. Accessed May 2017.

recent year for which data are available from CARB). As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at 37 percent in 2015.

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be eliminated. Nonetheless, the IPCC, in its Fifth Assessment Report, Summary for Policy Makers, stated that, "it is extremely likely that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forcings together."[201] A report from the National

TABLE 4.6-1
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS [A]

Category	Total 1990 Emissions using IPCC SAR ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2015 Emissions using IPCC AR4 ($MMTCO_2e$)	Percent of Total 2015 Emissions
Transportation	150.7	35%	162.9	37%
Electric Power	110.6	26%	83.7	19%
Commercial	14.4	3%	13.2	3%
Residential	29.7	7%	26.4	6%
Industrial	103.0	24%	92.5	21%
Recycling and Waste [b]	—	—	8.8	2%
High GWP/Non-Specified [c]	1.3	<1%	17.6	4%
Agriculture/Forestry	23.6	6%	35.2	8%
Forestry Sinks	-6.7	-2%	— [d]	— [d]
Net Total (IPCC SAR)	**426.6**	**100%**	—	—
Net Total (IPCC AR4) [e]	**431**	**100%**	**440.4**	**100%**

[a] Totals may not add up exactly due to rounding.
[b] Included in other categories for the 1990 emissions inventory.
[c] High GWP gases are not specifically called out in the 1990 emissions inventory.
[d] Revised methodology under development (not reported for 2014).
[e] CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

SOU.RCES: California Air Resources Board, Staff Report – California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, (2015). Available: https://www.arb.ca.gov/cc/inventory/1990level/1990level.htm. Accessed October 2016; California Air Resources Board, California Greenhouse Gas Emission Inventory – 2017 Edition, Scoping Plan Categorization, (2017). Available: http://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed June 2017.

[201] Intergovernmental Panel on Climate Change, Fifth Assessment Report, Summary for Policy Makers, (2013) page 15.

Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.[202]

According to the California Environmental Protection Agency (CalEPA), the potential impacts in California due to global climate change may include loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[203] Data regarding potential future climate change impacts are available from the California Natural Resources Agency (CNRA), which in 2009 published the *California Climate Adaptation Strategy*[204] as a response to the Governor's Executive Order S-13-2008. In 2014, the CNRA rebranded the first update of the 2009 adaptation strategy as the *Safeguarding California Plan*.[205] In 2016, the CNRA released *Safeguarding California: Implementation Action Plans* in accordance with Executive Order B-30-15, identifying a lead agency to lead adaptation efforts in each sector. *Safeguarding California* lists specific recommendations for State and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers.[206] The website, known as Cal-Adapt, became operational in 2011.[207] The information provided by the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values from a variety of scenarios and models, and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. Below is a summary of some of the potential climate change effects and relevant Cal-Adapt data, reported by an array of studies that could be experienced in California as a result of global warming and climate change.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

[202] Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America. 2010;107:12107-12109.

[203] California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, (2006).

[204] California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, (2009).

[205] CNRA, 2014. Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy. (2014). Accessed September 2017.

[206] California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, (2009).

[207] The Cal-Adapt website address is: http://cal-adapt.org.

Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State.[208]

According to the Cal-Adapt website, the portion of the City of Burbank in which the project site is located could result in an average increase in temperature of approximately 6.0°F by 2070–2090, compared to the baseline 1961-1990 period. The data suggests that the predicted future increase in temperatures as a result of climate change could potentially interfere with efforts to control and reduce ground-level ozone in the region.

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that "considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change."[209] For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation. [210] Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full.[211] Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[212]

The California Department of Water Resources report on climate change and effects on the State Water Project, the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that "climate change will likely have a significant effect on California's future water resources…[and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain." It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.213 In its Fifth Assessment Report, the IPCC states

208 California Energy Commission, Scenarios of Climate Change in California: An Overview, February 2006. http://www.energy.ca.gov/2005publications/CEC-500-2005-186/CEC-500-2005-186-SF.PDF. Accessed April 2016.

209 Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature, July 2003. http://www.esf.edu/glrc/library/documents/CaliforniaClimateChangeWaterResourcesLitReview_2003.pdf. Accessed June 2017.

210 Ibid.

211 Ibid.

212 Ibid.

213 California Department of Water Resources Climate Change Report, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources, July 2006. http://baydeltaoffice.water.ca.gov/climatechange/DWRClimateChangeJuly06_update8-2-07.pdf. Accessed June 2017.

"Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions."214

Hydrology and Sea Level Rise

As discussed above, climate changes could potentially affect the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply, and increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[215]

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Scientists expect that the average global surface temperature could rise by 2-11.5°F (1.1-6.4°C) by 2100, with significant regional variation.[216] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as 2 feet along most of the U.S. coast. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.[217, 218]

Existing/Baseline Project Site Greenhouse Gas Emissions

The project site is partially developed with surface parking lots, a small portion of it is currently used as long-term automobile storage and does not generate substantial GHG emissions. Therefore, this GHG analysis conservatively assumed the baseline emissions to be zero and focused on emissions generated from construction and operations of the project.

214 Intergovernmental Panel on Climate Change, Fifth Assessment Report, Summary for Policy Makers, (2013) 20.
215 California Climate Change Center, Our Changing Climate: Assessing the Risks to California, (2006).
216 National Research Council, Advancing the Science of Climate Change, (2010).
217 Parmesan, C., 2004. Ecological and Evolutionary Response to Recent Climate Change.
218 Parmesan, C and Galbraith, H, 2004. Observed Ecological Impacts of Climate Change in North America. Arlington, VA: Pew. Cent. Glob. Clim. Change.

4.6.2 Regulatory Framework

Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing Federal policy to address GHGs. The Federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the Energy Star labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

On May 19, 2009, the President announced a national policy for fuel efficiency and emissions standards in the United States auto industry.[219] The adopted Federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[220]

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Federal Clean Air Act. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the Clean Air Act consistent with the United States Supreme Court's decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not themselves impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Standards for GHG emissions and fuel efficiency for medium- and heavy-duty trucks have been jointly developed by the USEPA and the National Highway Traffic Safety Administration

[219] On March 15, 2017, the Trump Administration announced its intention to direct the USEPA to reconsider the model year 2017-2025 cars and light truck emissions standards, but did not rescind California's waiver. Therefore, the standards remain in effect. See: The White House, Remarks by President Trump at American Center for Mobility | Detroit, MI, March 15, 2017. Available at: https://www.whitehouse.gov/the-press-office/2017/03/15/remarks-president-trump-american-center-mobility-detroit-mi. Accessed May 2017.

[220] United States Environmental Protection Agency, "EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks," http://www.epa.gov/oms/climate/documents/420f12051.pdf. 2012.

(NHTSA). The Phase 1 standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[221] The USEPA and NHTSA are in the process of considering adoption of the Phase 2 standards, which would cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[222]

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the State.

California's Involvement in International Climate Change Efforts

California is a member of the Under2 Coalition, which is an international coalition representing 39 percent of the global economy, and has signed a memorandum of understanding to limit greenhouse gas emissions to below 80 to 95 percent below 1990 levels and limit global warming to 2 degrees Celsius. In July 2017, California Governor Jerry Brown announced an international climate summit, scheduled for 2018 in San Francisco, California. The intent of this international climate summit is to position the State as an active partner in international climate change efforts. Between 2016 and 2017, the Paris Agreement was adopted by 196 countries within the United Nations Framework Convention on Climate Change, and sets a goal to limit temperature increases to below 2 degrees Celsius above pre-industrial levels. The Paris Agreement came into force for the United States on November 4, 2016, and agreed to reduce GHG emissions by 26 percent to 28 percent of 2005 levels by 2025.[223] However, on August 4, 2017, under President Donald Trump, the United States officially announced their intention to withdraw from the treaty. However, under the agreement's rules, parties may only begin withdrawal after three years of participation, with one additional year required to fully withdraw.

California Air Resources Board

CARB, as part of the CalEPA, is responsible for the coordination and administration of both Federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. CARB also sets fuel specifications to further reduce vehicular emissions. CARB has

[221] United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, August 2011, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100BOT1.PDF?Dockey=P100BOT1.PDF. Accessed August 2017.

[222] United States Environmental Protection Agency, Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016, https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed August 2017.

[223] United Nations, Framework Convention on Climate Change, Paris Agreement – Status of Ratification, http://unfccc.int/paris_agreement/items/9444.php. Accessed August 2017.

primary responsibility for the development of California's State Implementation Plan (SIP) for criteria pollutants designated as nonattainment of NAAQS in an air basin, in collaboration with the Federal government and local air districts. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.

Executive Order S-3-05 and Executive Order B-30-15

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agency representatives involved in the GHG reduction plan include the Secretary of the Business, Transportation, and Housing Agency, the Secretary of the Department of Food and Agriculture, the Secretary of the Resources Agency, the Chairperson of CARB, the Chairperson of the California Energy Commission, and the President of the Public Utilities Commission. Representatives from these agencies comprise the California Climate Action Team (CCAT).

The CCAT provides biennial reports to the Governor and Legislature on the state of GHG reductions in the State as well as strategies for mitigating and adapting to climate change. The first CCAT Report to the Governor and the Legislature in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05.[224] The 2010 CAT Report, finalized in December 2010, expanded on the policy-oriented 2006 assessment.[225] The new information detailed in the CCAT Report included development of revised climate and sea-level projections using new information and tools that had become available in the previous 2 years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts.

On April 29, 2015, California Governor Brown issued Executive Order B-30-15. Therein, Governor Brown:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.

[224] California Environmental Protection Agency, California Climate Action Team Report to the Governor and the Legislature, (2006).

[225] California Environmental Protection Agency, California Climate Action Team Report to the Governor and the Legislature, (2010).

- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

In response to the 2030 GHG reduction target, CARB released the 2017 Climate Change Scoping Plan Update in January 2017.[226] The Scoping Plan Update outlines the strategies the State will implement to achieve the 2030 GHG reduction target, which build on the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, improved vehicle, truck and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet energy needs. The Scoping Plan Update also comprehensively addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The Scoping Plan Update considers the following scenarios:

- Proposed Scenario: Continuing the Cap-and-Trade Program combined with an additional 20 percent reduction of greenhouse gases in the refinery sector and boosting the LCFS to 18 percent.
- Alternative 1: Direct regulations on a wide variety of sectors, such as specific required reductions for all large GHG sources, more renewables, increased energy efficiency, and a higher LCFS.
- Alternative 2: A carbon tax to put a price on carbon, instead of the Cap-and-Trade Program.
- Alternative 3: All Cap-and-Trade. This would remove the refinery measure and keep the LCFS at 10 percent.
- Alternative 4: Cap-and-Tax. This would retain the 20 percent refinery reduction from the Proposed Scenario and place a declining cap on industry, and natural gas and fuel suppliers, while also requiring them to pay a tax on each ton of GHG emitted.

CARB was scheduled to consider the proposed scenario and alternatives and potential adoption of the 2017 Climate Change Scoping Plan Update in late June 2017; however, CARB has postponed this to an undetermined future date.[227]

California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California HSC, Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6, and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for

[226] California Air Resources Board, The 2017 Climate Change Scoping Plan Update, (January 2017). Available: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed March 2017.

[227] California Air Resources Board, Notice of Postponement - Public Meeting for the 2017 Climate Change Scoping Plan Update, June 13, 2017. Available: https://www.arb.ca.gov/lispub/rss/displaypost.php?pno=10383. Accessed July 2017.

reducing GHG emissions. CARB is required to adopt rules and regulations directing State actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions reduction target for 2020. The 2020 emissions reduction target was originally set at 427 $MMTCO_2e$ using the GWP values from the IPCC SAR. CARB has determined the updated target, based on GWP values from the IPCC AR4, for the 1990 GHG emissions inventory and 2020 GHG emissions target is now 431 $MMTCO_2e$. CARB also projected the State's 2020 GHG emissions under business-as-usual (BAU) conditions, also known as no action taken (NAT) conditions—that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the State's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 $MMTCO_2e$ (using GWP values from the IPCC SAR). CARB also updated the State's projected 2020 emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 $MMTCO_2e$.[228] In the 2017 Climate Change Scoping Plan Update, CARB provides the estimated projected statewide 2030 emissions and the level of reductions necessary to achieve the 2030 target of 40 percent below 1990 levels, taking into account 2020 GHG reduction policies and programs. A summary of the GHG emissions reductions required under HSC Division 25.5 is provided in **Table 4.6-2**, *Estimated Greenhouse Gas Emissions Reductions Required by HSC Division 25.5*.

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197; both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure that the benefits of State climate policies reach into disadvantaged communities.

Continuation of the Cap-and-Trade regulation (or carbon tax) is expected to cover approximately 34 to 76 percent of the 2030 reduction obligation.[229] Under the Proposed Scenario, the short-lived climate pollutant (SLCP) strategy is expected to cover approximately 13 to 26 percent. The Renewables Portfolio Standard with 50 percent renewable electricity by 2030 is expected to cover approximately 10 to 11 percent. The mobile source strategy and sustainable freight action plan includes maintaining the existing vehicle GHG emissions standards, increasing the number of zero emission vehicles and improving the freight system efficiency, and is expected to cover approximately 9 to 11 percent.

[228] California Air Resources Board, 2020 Business-as-Usual (BAU) Emissions Projection, 2014 Edition. Available at: http://www.arb.ca.gov/cc/inventory/data/bau.htm. Accessed May 2017.

[229] California Air Resources Board, The 2017 Climate Change Scoping Plan Update, (January 2017). Available: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed May 2017.

TABLE 4.6-2
ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY HSC DIVISION 25.5

Emissions Scenario	GHG Emissions (MMTCO2e)
2008 Scoping Plan (IPCC SAR)	
2020 BAU Forecast (CARB 2008 Scoping Plan Estimate)	596
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	427
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2020	**169 (28.4%) [a]**
2011 Scoping Plan (IPCC AR4)	
2020 BAU Forecast (CARB 2011 Scoping Plan Estimate)	509.4
2020 Emissions Target Set by AB 32 (i.e., 1990 level)	431
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2020	**78.4 (15.4%) [b]**
2017 Scoping Plan Update (Note: CARB will consider adoption of the Plan at a future undetermined date)	
2030 BAU Forecast ("Reference Scenario" which includes 2020 GHG reduction policies and programs)	392
2030 Emissions Target Set by HSC Division 25.5 (i.e., 40% below 1990 Level)	260
Reduction below Business-As-Usual Necessary to Achieve 40% below 1990 Level by 2030	**132 (33.7%) [c]**

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents
[a] 596 – 427 = 169 / 596 = 28.4%
[b] 509.4 – 431 = 78.4 / 509.4 = 15.4%
[c] 392 – 260 = 132 / 392 = 33.7%
SOURCE: California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011; California Air Resources Board, 2020 Business-as-Usual (BAU) Emissions Projection, 2014 Edition. Available: http://www.arb.ca.gov/cc/inventory/data/bau.htm. Accessed May 2017; California Air Resources Board, The 2017 Climate Change Scoping Plan Update, (January 2017). Available: https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf. Accessed May 2017.

The doubling of the energy efficiency savings, including demand-response flexibility for 10 percent of residential and commercial electric space heating, water heating, air conditioning and refrigeration, requires the CEC in collaboration with the California Public Utilities Commission (CPUC) to establish the framework for the energy savings target setting. The CEC has proposed a schedule for establishing this framework and target setting by November 2017, which will outline the necessary actions that will need to occur in future years.[230] The CEC states that workforce education and training institutions will be required to engage the building industry, map industry priorities for efficiency to major occupations that will provide services, identify workforce competency gaps, and quantify the work needed to build a workforce to implement high-quality efficiency projects at scale.[231] Under the Proposed Scenario, CARB expects that the doubling of the energy efficiency savings by 2030 would cover approximately 7 to 8 percent of the 2030 reduction obligation. The other strategies would be expected to cover the remaining percentage of the 2030 reduction obligation.

[230] California Energy Commission, 2016 Existing Buildings Energy Efficiency Plan Update, December 2016. Available at: http://docketpublic.energy.ca.gov/PublicDocuments/16-EBP-01/TN214801_20161214T155117_Existing_Building_Energy_Efficency_Plan_Update_Deceber_2016_Thi.pdf. Accessed May 2017.
[231] Ibid.

Senate Bill 97

SB 97, enacted in 2007, amended CEQA to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop revisions to the *State CEQA Guidelines* "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt these revised *State CEQA Guidelines* by January 2010. The revisions were completed March 2010 and codified into the California Code of Regulations and became effective within 120 days pursuant to CEQA. The amendments provide regulatory guidance for the analysis and mitigation of the potential effects of GHG emissions. The *State CEQA Guidelines* require:

- Inclusion of GHG analyses in CEQA documents;
- Determination of significance of GHG emissions; and,
- If significant GHG emissions would occur, adoption of mitigation to address significant emissions.

Renewables Portfolio Standard

Senate Bill 1078 (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 Renewables Portfolios Standard (RPS) to 33 percent renewable power by 2020. Pursuant to Executive Order S-21-09, CARB was also preparing regulations to supplement the RPS with a Renewable Energy Standard that will result in a total renewable energy requirement for utilities of 33 percent by 2020. But on April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's RPS to 33 percent by 2020. Notably, unlike the prior 20 percent RPS, the current 33 percent RPS applies to Publicly Owned Utilities, such as Burbank Water and Power (BWP), which is the utility provider for the City of Burbank and the project.

California Senate Bill 1368

California SB 1368, a companion bill to AB 32, requires the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) to establish GHG emission performance standards for the generation of electricity. These standards will also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32. On January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour. Further, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO_2 per megawatt-hour (see CEC Order No. 07-523-7).

Title 24, Building Standards Code and CALGreen Code

The California Energy Commission first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[232] The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. When the CALGreen Code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the State. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[233] The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.[234]

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB will employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under AB 32, CARB has designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020.[235] Under Cap-and-Trade program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO_2e per year) and declines over time, and facilities subject to the cap can trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and

232 California Building Standards Commission, 2010 California Green Building Standards Code, (2010).
233 California Building Standards Commission, 2010 California Green Building Standards Code, (2010).
234 California Building Standards Commission, CALGreen (Part 11 of Title 24), http://www.bsc.ca.gov/Home/CALGreen.aspx. Accessed June 2017.
235 17 CCR Sections 95800 to 96023.

declines over time, achieving GHG emission reductions throughout the Program's duration.[236] On July 17, 2017 the California legislature passed Assembly Bill 398, extending the Cap-and-Trade program through 2030.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California 2020's GHG emissions reduction mandate.

California Assembly Bill No. 1493 (AB 1493, Pavley), (Chapter 200, Statutes of 2002)

In response to the transportation sector accounting for the largest portion of California's GHG emissions at approximately 37 percent in 2015 (see Table 4.6-1, above), AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers.[237]

As discussed previously, the USEPA and USDOT have adopted Federal standards for model year 2012 through 2016 light-duty vehicles. In light of the USEPA and USDOT standards, California - and states adopting California emissions standards - have agreed to defer to the proposed national standard through model year 2016. The 2016 endpoint of the Federal and State standards is similar, although the Federal standard ramps up slightly more slowly than required under the State standard. The State standards (called the Pavley standards) require additional reductions in CO_2 emissions beyond model year 2016 (referred to as Pavley Phase II standards).[238] As noted above, the USEPA and USDOT have adopted GHG emission standards for model year 2017 through 2025 vehicles.[239] These standards are slightly different from the Pavley Phase II standards, but the State of California has agreed not to contest these standards, in part due to the fact that while the national standard would achieve slightly lower reductions in California, it

[236] See generally 17 CCR Sections 95811, 95812.

[237] California Air Resources Board, Regulations to Control Greenhouse Gas Emissions from Motor Vehicles, Final Statement of Reasons, (2005). Available at: https://www.arb.ca.gov/regact/grnhsgas/fsor.pdf. Accessed June 2017.

[238] On March 24, 2017, CARB voted unanimously to uphold the State's model year 2017-2025 cars and light truck emissions standards. See: California Air Resources Board, CARB finds vehicle standards are achievable and cost-effective, March 24, 2017. Available at: https://www.arb.ca.gov/newsrel/newsrelease.php?id=908. Accessed May 2017.

[239] United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, (2012). Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF. Accessed May 2017.

would achieve greater reductions nationally and is stringent enough to meet State GHG emission reduction goals.[240] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017-2025 national standards to meet State law.

Executive Order S-01-07

Executive Order S-01-07 was enacted by the Governor on January 18, 2007. The order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established in California. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In the proposed 2017 Climate Change Scoping Plan Update, CARB's preferred recommendation includes increasing the stringency of the LCFS by reducing the carbon intensity of transportation fuels by 18 percent by 2030, up from the current target of 10 percent by 2020.[241] In April 2017, the LCFS was brought before the Court of Appeal challenging the analysis of potential nitrogen dioxide impacts from biodiesel fuels. The Court directed CARB to conduct an analysis of nitrogen dioxide impacts from biodiesel fuels and froze the carbon intensity targets for diesel and biodiesel fuel provisions at 2017 levels until CARB has completed this analysis, which CARB has indicated is expected to occur in 2018.[242]

Senate Bill 375 (SB 375, Steinberg) (Chapter 728, Statutes of 2008)

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organization, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets for the Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the City of Burbank is located.

Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS. On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is an update to the previous 2012-2035 RTP/SCS. Using growth forecasts and economic trends, the RTP/SCS provides a vision for transportation throughout the region for the next 25 years. It considers the role of transportation in the broader context of economic, environmental, and

[240] California Air Resources Board, Advanced Clean Cars Summary. Available at: http://www.arb.ca.gov/msprog/clean_cars/acc%20summary-final.pdf. Accessed May 2017.
[241] California Air Resources Board, AB 32 Scoping Plan, (2017). Available at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed May 2017.
[242] Biodiesel Magazine, Court rules against CARB on LCFS, preserves 2017 status quo, April 17, 2017.

quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The RTP/SCS successfully achieves and exceeds the GHG emission-reduction targets set by CARB by demonstrating an 8 percent reduction by 2020 and 18 percent reduction by 2035 compared to the 2005 level on a per capita basis. Compliance with and implementation of 2016-2040 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita VMT. Strategies for successful implementation of SCAG's 2016 RTP/SCS objectives are discussed under the Regional subheading below.

CARB Anti-Idling Measure

In 2004, CARB adopted a control measure to limit commercial heavy duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter (DPM) and other air contaminants.[243] The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. In general, it prohibits idling for more than 5 minutes at any location. While this measure is aimed primarily at reducing air pollution, it has a co-benefit of limiting GHG emissions from unnecessary idling.

Regional

South Coast Air Quality Management District

The project is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished though air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

The SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;

[243] Calif. Code of Regulations, Title 13, Sec. 2485. See CARB, ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, http://www.arb.ca.gov/regact/idling/idling.htm. Accessed May 2017.

- Develop recycling regulations for hydrofluorocarbons (e.g., SCAQMD Rules 1141 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support adoption of a California GHG emission reduction goal.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[244] Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of for stationary source/industrial projects where the SCAQMD is lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., mixed-use/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.[245] The aforementioned Working Group has been inactive since 2011 and the SCAQMD has not formally adopted any GHG significance threshold for land use development projects.

Southern California Association of Governments

In February 2011, CARB adopted the GHG emissions reduction targets under SB 375 for the SCAG region. The target is a per capita reduction of 8 percent for 2020 and 13 percent for 2035 compared to the 2005 baseline. On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is an update to the previous 2012 RTP/SCS.[246] Using growth forecasts and economic trends, the 2016 RTP/SCS provides a vision for transportation throughout the region for the next 25 years. It considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2016 RTP/SCS successfully achieves and exceeds the GHG emission-reduction targets set by CARB by demonstrating an 8 percent reduction by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis.[247] Compliance with and implementation of 2016 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita vehicle miles traveled (VMT).

SCAG's 2016 RTP/SCS provides specific strategies for successful implementation. These strategies include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around

244 South Coast Air Quality Management District, Board Meeting, Date: December 5, 2008, Agenda No. 31, http://www3.aqmd.gov/hb/2008/December/0812ag.html. Accessed January 2016.

245 South Coast Air Quality Management District, Greenhouse Gases CEQA Significance Thresholds, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds. Accessed January 2016.

246 Southern California Association of Governments, 2016 RTP/SCS. Available: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS. Accessed September 2016.

247 Ibid.

current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles. In addition, the 2016 RTP/SCS includes new strategies to promote active transportation, supports local planning and projects that serve short trips, expand understanding and consideration of public health in the development of local plans and projects, and supports improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. It also proposes increasing access to the California Coast Trail, light rail and bus stations, and promoting corridors that support biking and walking, such as through a regional greenway network and local bike networks. The 2016 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for Federal and State funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification determination in the 2016 RTP/SCS.[248]

Local

City of Burbank

The *Burbank 2035 General Plan* was adopted in 2013 and provides the fundamental basis for the City's land use and development policy, and addresses all aspects of development including public health, land use, transportation, housing, air quality, and other topics. The General Plan sets forth objectives, policies, standards, and programs for land use and new development. Measures related to GHG emissions that would be applicable to the project are contained in the General Plan Air Quality and Climate Change Element.

Burbank 2035 General Plan Greenhouse Gas Reduction Plan

In accordance with Assembly Bill 32 and Executive Order S-03-05, the City of Burbank has adopted the Greenhouse Gas Reduction Plan (GGRP) to implement the GHG policies found in the *Burbank 2035 General Plan*. The GGRP provides a baseline GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the *Burbank 2035 General Plan* Air Quality and Climate Change Element. The GGRP was adopted by the City along with *Burbank 2035 General Plan* to address GHG emissions at a programmatic level. The process for establishing this programmatic approach included:

10. Establishing a baseline emissions inventory and projecting future emissions;
11. Identifying a citywide reduction target;
12. Preparing a plan to identify strategies and measures to meet the reduction target;
13. Identifying targets and reduction strategies in the *Burbank2035 General Plan*;
14. Monitoring the effectiveness of reduction measures;
15. Adapting the plan to changing conditions; and

[248] California Air Resources Board, Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination, June 2016. Available at: https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf. Accessed May 2017.

16. Adopting the emissions reduction plan in a public process following environmental review.

The GGRP discusses that environmental review documents for development projects may incorporate the existing programmatic review in their cumulative impacts analysis. Environmental review documents prepared for projects may rely on the GHG analysis from the EIR certified for *Burbank 2035 General Plan* and the GGRP to show consistency with the plans. projects may identify applicable GGRP measures and describe how the project incorporates the measures. Measures that are not required by regulations must be incorporated by the project as mitigation measures. The City has a 2020 reduction target of 15 percent below 2010 levels and a 2030 reduction goal of 30 percent below 2010 levels. In order to reach these emissions targets, the City has implemented local actions and measures for buildings and energy, transportation, water conservation, waste reduction, and municipal measures.

The City of Burbank has also adopted the CALGreen Code as the City's Green Building Code. The Green Building Code mandates new requirements for building planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and installer and special inspector qualifications.

4.6.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact associated with GHGs if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (see **Impact 4.6-1**, below); or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs (see **Impact 4.6-2**, below).

Amendments to Section 15064.4 of the *State CEQA Guidelines* were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see Section 15064.7[c]).

The California Natural Resources Agency has also clarified that the *State CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and that they should

be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064[h][3]).[249]

Although GHG emissions can be quantified as discussed under Methodology below, CARB, SCAQMD, and the City of Burbank have not adopted project-level significance thresholds for GHG emissions that would be applicable to the project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."[250] Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less-than-significant level as a means to avoid or substantially reduce the cumulative impact of a project."[251]

Per *State CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[252] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[253] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."[254] Thus, *CEQA Guidelines* Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program or other regulatory schemes to reduce GHG emissions.[255]

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249 See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. Available at https://www.opr.ca.gov/docs/Transmittal_Letter.pdf. Accessed May 2017.

250 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

251 Ibid.

252 14 CCR Section 15064(h)(3).

253 14 CCR Section 15064(h)(3).

254 14 CCR Section 15064(h)(3).

255 See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for projects Subject to ARB's GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ABR's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e/yr$ significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration project, SHC No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity project, SCH No.

In the absence of any adopted, quantitative threshold, for the purpose of this Draft EIR, the project would not have a significant effect on the environment if the project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, and the City's General Plan, Greenhouse Gas Reduction Plan and Green Building Code. As described earlier, the City has an adopted the Burbank 2035 GGRP. In the Background section of the GRRP, it specifically states "…the GGRP enables development streamlining opportunities for future discretionary projects under CEQA". Therefore, the requirements of the GRRP, which is a CEQA-qualified climate action plan (CAP) as described in CEQA Section 15183.5, for significance determination under CEQA will be considered in this Draft EIR.

4.6.4 Methodology

The analysis of the project's construction and operation GHG emissions has been conducted as follows. Additional details are provided in the Greenhouse Gas Technical Report in Appendix F of this Draft EIR.

The Climate Action Registry General Reporting Protocol provides procedures and guidelines for calculating and reporting GHG emissions from general and industry-specific activities. Although no numerical thresholds of significance have been adopted, and no specific protocols are available for land use projects, the General Reporting Protocol provides a framework for calculating and reporting GHG emissions from the project. The GHG emissions provided in this section is consistent with the General Reporting Protocol framework. For the purposes of this EIR, total GHG emissions from the project were quantified to provide information to decision makers and the public regarding the level of the project's annual GHG emissions. The General Reporting Protocol recommends separating GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

- Scope 1: Direct combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[256]

For purposes of this analysis, it was considered reasonable, and consistent with criteria pollutant calculations, to consider GHG emissions resulting from direct project-related activities, including, e.g., use of vehicles, electricity, and natural gas, to be new emissions. These emissions include project construction activities such as demolition, grading, and construction worker trips, as well as operational emissions. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Since potential impacts resulting

2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade project, SCH No. 2014121014 (August 2015).

256 Embodied energy includes energy required for water pumping and treatment for end-uses. Third-party vehicles include vehicles used by hotel guests and other visitors of the Project Site.

from GHG emissions are long-term rather than acute, GHG emissions were calculated on an annual basis.

The General Reporting Protocol provides a range of basic calculation methods. However, they are typically designed for existing buildings or facilities and are not directly applicable to planning and development situations where the buildings or facilities do not yet exist. As a result, this section relies on calculation guidance from State and regional agencies with scientific expertise in quantifying GHG emissions, such as CARB and the SCAQMD. GHG emissions are estimated using the California Emissions Estimator Model (CalEEMod Version 2016.3.1), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[257] Emissions calculations for the project include credits or reductions for the Project Design Features (PDFs) and GHG-reducing measures that are required by regulation, such as reductions in energy and water demand.

Construction Emissions

Consistent with calculations in Section 4.2, *Air Quality*, of this Draft EIR, in summary, construction emissions were forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The emissions were estimated using the CalEEMod software as recommended by the SCAQMD. The input values used in this analysis were adjusted based on project-specific equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis in Section 4.2 to generate GHG emissions values for each construction year. The SCAQMD guidance, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions."[258] The guidance recommends that construction project GHG emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies."[259] In

[257] See: http://www.caleemod.com.

[258] South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-6/ghg-meeting-6-guidance-document-discussion.pdf?sfvrsn=2. Accessed May 2017.

[259] South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-6/ghg-meeting-6-guidance-document-discussion.pdf?sfvrsn=2. Accessed June 2017.

accordance with that SCAQMD guidance, GHG emissions from construction have been amortized over the 30-year lifetime of the project.

Operational Emissions

CalEEMod was also used to estimate operational GHG emissions from energy use (electricity and natural gas consumption), area sources (architectural coatings, consumer products, and landscaping equipment), mobile (vehicular traffic) sources, embodied energy associated with water demand, wastewater treatment and solid waste generation.

With regard to energy demand, the consumption of fossil fuels to generate electricity and to provide heating and hot water generates GHG emissions. Energy demand rates were estimated based on specific square footage of the office, retail, and industrial spaces and the total number of rooms at the hotel. The CalEEMod default data are based on the California Energy Commission (CEC) California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone.[260] However, since the data from the CEUS is from 2002, correction factors were incorporated into CalEEMod to account for the current version of the Title 24 Building Energy Efficiency Standards in effect. The project electricity demands are supplied by Burbank Water and Power (BWP). Emission factors for CH_4 and N_2O due to electrical generation to serve the electrical demands of the project were CalEEMod default intensity factors for BWP. CO_2 emission factor was obtained from the BWP *2015 Integrated Resource Plan*, which accounts for the generation mix using renewable and non-renewable sources.[261] Based on the projections in the 2015 BWP Integrated Resource Plan, an estimated emission factor of 901.39 lbs/MWh was calculated for year 2020 and used for the proposed project scenario.

This analysis used the CalEEMod defaults to quantify GHG emissions from area sources including equipment used to maintain landscaping, such as lawnmowers and trimmers, consumer products such as degreasers/detergents, and architectural coatings.

To estimate mobile source emissions, CalEEMod generated the vehicle miles traveled (VMT) from project uses based on the trip rates in the Traffic Study.[262] The Traffic Study applied trip reduction credits for internal capture and transit trips to and from the project site. Internal capture refers to trips generated by mixed-use developments where trips to or from two land uses in the proposed project are made by just one vehicle trip entering or leaving the project site. For the industrial portion of the project, the trip counts in the Traffic Study did not differentiate the truck trips from the other vehicle trips. Compared to other land use types, the project's industrial portion of the land use could attract more truck trips and thus have more air emissions. Based on the Institute of Transportation Engineers (ITE, 9th edition), this analysis assumed truck trips account for 13 percent (the average value for industrial park, per ITE) of the total trips for the

260 California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/Chart.aspx. Accessed March 2017.

261 Los Angeles Department of Water and Power, 2016 Power Integrated Resource Plan, December 2016, page C-12, https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB562207&RevisionSelectionMethod=LatestReleased. Accessed August 2017.

262 Traffic Impact Study for the Avion Mixed Use Development project, Fehr & Peers, September 2017.

industrial land use portion, conservatively assumed that all trucks are heavy-heavy duty (HHD), and adjusted the CalEEMod's default fleet mix accordingly.

Emissions of GHGs from solid waste disposal were calculated using CalEEMod software with project-specific waste generation rates. The emissions are based on the waste disposal rate for the different land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery), which are statewide averages, were used in this assessment.

Emissions of GHGs from water and wastewater result from the required energy to supply and distribute the water and treat the wastewater. Wastewater also results in emissions of GHGs from wastewater treatment systems. Water supply emissions were calculated using CalEEMod and were based on the project-specific water usage rate for the land use types;and the electrical intensity factors for water supply, treatment, and distribution; for wastewater treatment, the GHG emission factors for the electricity utility provider (BWP) and the emission factors for the wastewater treatment process were used.

Emissions calculations include credits or reductions for the Project Design Features and GHG-reducing measures, some of which are required by regulation, such as compliance with SCAQMD rules and regulations and reductions in energy and water demand.

As previously stated, operational GHG impacts were assessed based on the project-related incremental increase in GHG emissions compared to baseline conditions. Under CEQA, the baseline environmental setting is established as the time the Notice of Preparation for this EIR circulated. The NOP was submitted on June 6, 2017. For baseline, the project site is partially developed with surface parking lots, with only a small portion of it being used for vehicle storage, and therefore GHG emissions are not substantial. As a conservative approach, this analysis assumes the baseline emissions are zero. The maximum annual GHG emissions from operation of the project were used as the project-related incremental increase in GHG emissions. As discussed previously, there is no numerical significance threshold applicable to this project; therefore, the estimated project GHG emissions quantities in this study are only presented for informational purposes, as they will not be used for significance determination.

Consistency with Greenhouse Gas Reduction Plan, Policies, and Actions

The project's GHG emissions were evaluated by assessing the project's consistency with applicable GHG reduction strategies and actions adopted by the State and City. As discussed previously, the City has adopted strategies and policies to reduce GHG emissions in the City's General Plan and GGRP. The GGRP meets *State CEQA Guidelines* Section 15183.5 through the project's buildout year of 2020, which means that project-specific environmental documents that incorporate applicable GGRP actions may "tier off" the EIR certified for the *Burbank 2035 General Plan* and GGRP to meet project-level CEQA evaluation requirements for GHG emissions. Projects that demonstrate consistency with applicable GGRP actions can be determined to have a less-than-significant cumulative impact on GHG emissions and climate

change (notwithstanding substantial evidence that warrants a more detailed review of project-level GHG emissions).

In the latest *CEQA Guidelines* amendments and the newly released 2017 General Plan Guidelines, the Office and Planning and Research encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. The California CAT Report provides recommendations for specific strategies for reducing GHG emissions and reaching the targets established in AB 32 and Executive Order S-3-05. As previously stated, the City's GGRP has GHG reduction measures that are relevant to the project's GHGs sources. Thus, if the project is designed in accordance with these policies and regulations, it would result in a less-than-significant impact, because it would be consistent with the overarching State regulations on GHG reduction (AB 32 and SB 32).

4.6.5 Impact Analysis

Project Design Features

The project incorporates many project design features (PDFs) that would reduce construction GHG emissions, and target sustainable project site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. PDFs are part of the project design, and are not mitigation measures. The PDFs proposed for the project include the following:

PDF GHG-1: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will have 7.34 acres of landscaping area.

PDF GHG -2: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will plant approximately 900 new trees.

PDF GHG -3: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will use water-saving plumbing fixtures (indoor) and drip irrigation and drought tolerant plants for landscaping.

PDF GHG -4: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will be designed to reduce building energy needs by installation of cool roofs in all buildings; install operable windows in the office areas; install skylights and clear story glass in the creative industrial and office to allow for natural lighting during the day; use Light-emitting diode (LED) lights in all outdoor areas; and Implement smart grid technology by installing "smart meters"

PDF GHG -6: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will provide users with the ability to use roof-mounted solar systems.

PDF GHG -7: Design Elements. Prior to the issuance of building permits, the project applicant r shall demonstrate the project will comply with the City of Burbank Sustainability Action Plan for 50 percent waste diversion by including solid waste

disposal areas that can accommodate the collection and separation of recyclables and green waste.

PDF AIR-1: Construction Features. Construction equipment operating at the project site will be subject to the following requirements, which will be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment:

- The project shall require all off-road diesel equipment greater than 50 horsepower (hp) used for this project to meet USEPA Tier 4 off-road emission standards or equivalent. Welders shall also meet USEPA Tier 4 off-road emission standards or shall be electric-powered. This PDF shall reduce diesel particulate matter (DPM) and nitrogen oxides (NOx) emissions during construction activities.

PDF AIR-2: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate, the project will be designed to meet mandatory CALGreen Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project will incorporate the following energy and emission saving features:

- CALGreen Tier 1 requires recycle and/or salvage at least 65 percent of non–hazardous construction and demolition debris. The project shall recycle and balance all non–hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
    - The project shall contribute fair share funding towards higher frequency transit service for project site.
- The project shall include passive cooling/heating features.
- The project shall include pre-wring for solar panels.
- The project shall encourage the use of alternative modes of transportation by installing the prewiring for 126 on-site electric vehicle charging stations, providing four bike share stations and increased access to the Burbank Airport-North Metrolink station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use at the Burbank Airport-North Metrolink station for the Antelope Valley Metrorail Link.

Project Impacts

Impact 4.6-1: The project would not create a significant impact that would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less-than-Significant Impact with Mitigation).

Construction Emissions

The emissions of GHGs associated with construction of the project were calculated for each year of construction activity, taking into account PDF-AIR-1. Detailed emissions calculations are provided in Appendix F. Results of the project's construction phase GHG emissions calculations are presented in **Table 4.6-3**, *Project Construction Greenhouse Gas Emissions*. Although construction-related GHGs are one-time emissions, any assessment of project emissions should include construction emissions. The SCAQMD recommends that a project's construction-related GHG emissions be amortized over the project's 30-year lifetime in order to include these emissions as part of the project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of operational GHG reduction strategies. In accordance with this recommendation, the project's estimated construction GHG emissions have been amortized over a 30-year period.

TABLE 4.6-3
PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS

Emission Source	CO2e (Metric Tons) [a]
2018	2,310
2019	3,317
2020	661
Total Construction Emissions	6,289
Amortized Construction Emissions (30-years)	210

[a] Totals may not add up exactly due to rounding in the modeling calculations Detailed emissions calculations are provided in Appendix F.
SOURCE: ESA, 2017

Operational Emissions

GHG emissions associated with operation of the project were calculated to disclose operational emissions from the project and were estimated using the CalEEMod model. The project would not only meet the CAL Green Code mandatory requirements, but it would also meet CAL Green Tier 1 energy efficiency criteria for commercial components. Physical and operational project characteristics for which sufficient data is available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis. The project would also plant approximately 900 trees across the campus, absorbing GHGs in a process known as carbon sequestration.

Maximum annual net GHG emissions resulting from motor vehicles, energy (i.e., electricity, natural gas), stationary sources, area sources, water conveyance, and waste sources were calculated for the expected first operating year, 2020. The maximum first operating year GHG emissions from operation of the project are shown in **Table 4.6-4**, *Unmitigated Annual Greenhouse Gas Emissions*.

TABLE 4.6-4
UNMITIGATED ANNUAL GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year) a
Area	2
Electricity	6,919
Natural Gas	839
Mobile	14,253
Waste	642
Water	319
Stationary (Emergency Generator)	9
Construction	210
Annual Project Emissions	23,193

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix F.
b CO2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report.
SOURCE: ESA, 2017

In reality, many future employees and visitors to the amenities provided by the project likely already travel within the Air Basin and generate mobile-source emissions there. For example, a new mixed-use campus development implemented pursuant to the project could redistribute existing vehicle trips from a similar existing mixed-use campus development. In such cases, regional mobile source emissions could be unchanged or even reduced if the new mixed-use campus development is located closer to customers compared to the existing retail development. It is unknown at this time to what extent new developments implemented pursuant to the project would result in net new emissions or would relocate or redistribute existing sources of emissions.

Therefore, the GHG emissions shown in Table 4.6-4 are based on the highly conservative assumption that operation of the land uses proposed under the project would result in all net new emissions from mobile sources. Project operational emissions would be regional in nature, as they would occur over a relatively large area from multiple individual developments within the approximately 61-acre project site. As shown in Table 4.6-4, the majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. Using CARB's EMFAC2014 tool, for buildout year 2020, mobile source emissions for the Air Basin would result in 61,983,897 $MTCO_2$ annually. The project's GHG emissions from mobile sources would represent 0.02 percent of the Air Basin's annual mobile

source GHG emissions. Additionally, the project's total GHG emissions would represent 0.04 percent of annual mobile source GHG emissions.

The City's GGRP has a community-wide baseline emissions inventory of 1,682,494 $MTCO_2e$/yr for 2010. The project's GHG emissions would result in a 1.4 percent increase over the City's 2010 baseline emissions inventory, a 1.2 percent increase over the projected 2020 community-wide emissions (1,859,899 $MTCO_2e$/yr), and a 1.1 percent increase over the projected 2035 community-wide GHG emission for GHG (2,127,500 $MTCO_2e$/yr). The project's GHG emissions would represent 13.1 percent of the emissions increased from 2010 to 2020, and 1.1 percent of community-wide emissions in 2035.

Project operational-related GHG emissions would decline in future years as emissions reductions from the State's Cap-and-Trade program are fully realized. Emissions reductions from the project's two highest GHG-emitting sources, mobile and electricity, would occur over the next decade, and beyond, ensuring that the project's total GHG emissions would be further reduced. Emissions from electricity would decline as utility providers, including BWP, meet their Renewables Portfolio Standard obligations to provide 50 percent of their electricity from renewable electricity sources by 2030 consistent with SB 350, which would achieve additional reductions in emissions from electricity demand, although the actual reduction will depend on the mix of fossil fuels that BWP will replace with renewables and the relative CO_2 intensities of those fossil fuels. Project emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles, resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards, such as the model year 2017–2025 Pavley Phase II standards.

The project would also implement the proposed mitigation measures from the Air Quality Technical Report. Mitigation measure MM AIR-1 would require the commercial and industrial portion of the project participate in the citywide Transportation Management Organization (TMO). Assuming 20 percent of future employees are eligible for participating in the TMO related incentive measures, this mitigation measure could potentially reduce employee VMT by approximately 3 percent and reduce associated GHG emissions from mobile sources. Mitigation measures MM AIR-2 and MM AIR-3 would reduce GHG emissions from delivery trucks idling on site. It should be noted that the scenario analyzed presented conservative, worst-case emissions. As shown in Table 4.6-4, mobile source emissions contribute the majority of GHG emissions from vehicle trips traveling to the project. The mitigation measures previously discussed have the potential to reduce GHG emissions from single occupancy vehicle trips to the project site and idling emissions from delivery trucks. However, predictions of the extent to which these required mitigation measures would reduce operational GHG emissions would be speculative.

As stated above, this analysis is not presented as the sole method to analyze GHG impacts. Instead, it is for informational purposes, to quantify the project's potential GHG emissions and correlate to the Climate Change Scoping Plan and supplement the primary threshold of significance below that demonstrates consistency with plans and policies adopted for the purpose of reducing GHG emissions.

Impact 4.6-2: The project would not conflict with any applicable plan, policy, regulation, or recommendation of an agency adopted for the purpose of reducing the emissions of GHGs. (Less-than-Significant Impact with Mitigation).

Consistency with Applicable GHG Reduction Plans and Policies

A significant impact would occur if the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment by conflicting with applicable regulatory plans and policies to reduce GHG emissions as discussed within CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, and the City's Green Plan, GRRP, and Green Building Code.

CARB's Climate Change Scoping Plan

In support of HSC Division 25.5, the State has promulgated specific laws aimed at GHG reductions applicable to the project. The primary focus of many of the statewide and regional mandates, plans, policies and regulations is to address worldwide climate change. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the project alone would not likely cause a direct physical change in the environment. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[263] It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone.

Table 4.6-5 *Consistency with Applicable Greenhouse Gas Reduction Strategies*, contains a list of GHG-reducing strategies potentially applicable to the project. The analysis describes the consistency of the project with these strategies that support the State's strategies in the Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As shown below, the project would implement Project Design Features and incorporate characteristics to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

Furthermore, not only is the project consistent with currently applicable GHG emission reduction strategies described in Table 4.6-5, but the project also would not conflict with or impede the future statewide GHG emission reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. These potential strategies include renewable resources for half of the State's electricity by 2030,

[263] California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhous Gas Emissions from projects Subject to the California Environmental Quality Act, (2008).

increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting other alternative transportation options, and use of high efficiency appliances, water heaters, and HVAC systems.[264] The project would benefit from statewide and utility provider efforts to increase the portion of electricity provided from renewable resources. The project would also benefit from statewide efforts toward increasing the fuel economy standards of vehicles. The project would be consistent with reducing the rate of growth in VMT by providing on-site bicycle parking facilities and being located in area served by a high level of public transit, including bus lines and Metrolink stations. While CARB is in the process of developing a framework for the 2030 reduction target in the Scoping Plan, the project would support or not impede implementation of these potential reduction strategies identified by CARB.

SCAG's 2016 RTP/SCS

The significance of the project's GHG emissions was first evaluated based on whether the emissions would be generated in connection with development located and designed consistent with relevant regional and local goals, actions, and recommendations designed to encourage development to reduce trips and VMTs. Transportation-related GHG emissions are the largest source of GHG emissions from the project. This project characteristic is consistent with the assumption in many regional plans, such as the SCAG RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State's GHG emissions.

Consistent with SCAG's RTP/SCS alignment of transportation, land use, and housing strategies, the project would accommodate projected increases in travel demand by implementing smart land use strategies. The project would redevelop underutilized land into a mixed-use campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for 144 electric vehicle charging stations, providing four bike share stations, and numerous locations for bicycle parking. The project site is currently served by multiple bus routes provided by Los Angeles Metro and BurbankBus, and the project will provide two bus stops, one each along North Hollywood Way and North San Fernando Boulevard. Based on the high level of public transit, the Traffic Study applied a trip generation credit for the office, industrial, and hotel land uses, as well as an internal capture reduction for the retail portions of the project. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando. The project would provide safe access and connectivity for pedestrians and bicyclists to the Burbank Airport-North Metrolink station. Overall, these project characteristics have the potential to reduce single occupancy vehicle trips and vehicle miles traveled, thus reducing their associated GHG emissions.

SCAG's 2016 RTP/SCS states that 38 percent of all trips in the region are less than 3 miles.[265] The RTP/SCS intends to decrease these trips by extending local bikeway networks. The project

[264] Energy + Environmental Economics, Summary of the California State Agencies' PATHWAYS project: Long-term Greenhouse Gas Reduction Scenarios, April 6, 2015. Available at: https://www.arb.ca.gov/html/fact_sheets/e3_2030scenarios.pdf. Accessed May 2017.

[265] The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, April 2016. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf Accessed June 2017.

would be consistent with this RTP/SCS goal by installing four on-site bike share stations, providing on-street bike lanes along North Hollywood Way and Tulare Avenue, multiple bike parking location throughout the site, and a bike path that connects to the Burbank Airport-North Metrolink. In addition, according to the Traffic Study,[266] the project would not conflict with the City's Bicycle Master Plan. Therefore, the project would be consistent with the SCAG 2016 RTP/SCS regional and local trip and VMT reduction goals.

TABLE 4.6-5
CONSISTENCY WITH APPLICABLE GREENHOUSE GAS REDUCTION STRATEGIES

Sector/Source	Category/Description	Consistency Analysis
Energy		
California Renewables Portfolio Standard	Increases the proportion of electricity from renewable sources to 33% renewable power by 2020.	**Consistent.** The project would use electricity provided by BWP, which is committed to achieving 33% renewables by 2020.
California Renewables Portfolio Standard and SB 350	Increases the proportion of electricity from renewable sources to 33% renewable power by 2020. SB 350 requires 50% by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	**Consistent.** The project would use electricity provided by BWP, which is required to meet the 2050 performance standard. The project would also meet or exceed the applicable requirements of the State of California Green Building Standards Code. The project would incorporate energy efficiency measures as outlined in the PDFs.
CCR, Title 24	Energy Efficiency Standards for Residential and Nonresidential Buildings	**Consistent.** The project will be designed to meet CALGreen Tier 1 energy efficiency criteria for commercial components, in addition to mandatory CALGreen Building Standards. The project would also incorporate energy efficiency measures as outlined in the PDFs, some of which include reduce building energy needs by installation of cool roofs in all buildings; install operable windows in the office areas; install skylights and clear story glass in the creative industrial and office to allow for natural lighting during the day; use LED lights in all outdoor areas; and Implement smart grid technology by installing "smart meters".
Assembly Bill 1109	The Lighting Efficiency and Toxics Reduction Act (AB1109) prohibits manufacturing specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average statewide electrical energy consumption by not less than 50% from the 2007 levels for indoor residential lighting and not less than 25% from the 2007 levels for indoor commercial and outdoor lighting by 2018	**Consistent.** As discussed above, the project will be designed to meet CALGreen Tier 1 energy efficiency criteria for commercial components, in addition to mandatory CALGreen Building Standards. It would also incorporate energy efficiency measures as outlined in the PDFs, some of which include use reduce install skylights and clear story glass in the creative industrial and office to allow for natural lighting during the day; use LED lights in all outdoor areas.
SB 1368	Establishes an emissions performance standard for power plants within the State of California.	**Consistent.** The project would be consistent with this regulation and would not conflict with implementation of the emissions standards for power plants.
California Green Building Standards Code Requirements	All bathroom exhaust fans shall be Energy Star compliant.	**Consistent.** The project will be designed to meet CALGreen Tier 1 energy efficiency criteria for commercial components, in addition to mandatory CALGreen Building Standards. The project would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the Title 24 Building Energy Efficiency Standards.
	HVAC Systems will be designed to meet ASHRAE standards.	**Consistent.** The project would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the Title 24 Building Energy Efficiency Standards.
	Air filtration systems are required to meet a minimum of MERV 8 or higher.	**Consistent.** The project would meet or exceed this requirement as part of its compliance with the City's requirements, and the CALGreen Code.

[266] Traffic Impact Study for the Avion Mixed Use Development Project, Fehr & Peers, September 2017.

Sector/Source	Category/Description	Consistency Analysis
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to 8% of total parking spaces will be designed for such vehicles.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Long-term and short-term bike parking shall be provided for up to 5% of vehicle trips.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Stormwater Pollution Prevention Plan (SWPPP) required.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Wastewater usage shall be reduced by 20% compared to current California Building Standards.	**Consistent.** The project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires a minimum of 50% recycle or reuse of nonhazardous construction and demolition debris.	**Consistent.** The project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires documentation of types of waste recycled, diverted or reused.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires use of low VOC coatings consistent with AQMD Rule 1168.	**Consistent.** The project would be consistent with this regulation and would meet or exceed the low VOC coating requirements.
	100% of vegetation, rocks, and soils from land clearing shall be recycled or stockpiled.	**Consistent.** The project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
Mobile Sources		
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017-2025 (Phase II). Also reduces gasoline consumption to a rate of 31% of 1990 gasoline consumption (and associated GHG emissions) by 2020.	**Consistent.** The project would be consistent with this regulation and would not conflict with implementation of the vehicle emissions standards.
Low Carbon Fuel Standard (Executive Order S-01-07)	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels.	**Consistent.** The project would be consistent with this regulation and would not conflict with implementation of the transportation fuel standards.
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	**Consistent.** The standards would apply to all vehicles used by employees, hotel residents, and restaurant customers associated with the project. The project would install the prewiring for 144 electric vehicle charging stations.

Sector/Source	Category/Description	Consistency Analysis
SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	**Consistent.** The project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The project would provide employment opportunities in close proximity to off-site residential, the project site is served by a high level of public transit, the project would encourage use of non-motorized vehicles by installing the prewiring for 144 electric vehicle charging stations, four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the future Burbank Airport-North Metrolink Station. The project would incorporate Project Design Features that would meet the applicable requirements of CALGreen Code.
Water		
CCR, Title 24	Title 24 includes water efficiency requirements for new residential and non-residential uses.	**Consistent.** The project would meet this requirement as part of its compliance with the CALGreen Code.
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that State agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50% of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75% disposal reduction by the year 2020.	**Consistent.** The project would be served by the City's solid waste collection and recycling services. The project's commercial components (creative office, retail, and hotel) would likely generate more than 4 cubic yards of solid waste weekly and would be required to comply with AB 341. Additionally, industrial spaces are not required to recycle under AB 341, however, mitigation measure UTIL-2 of Section 4.15, *Utilities*, would require all tenants occupying creative industrial spaces to recycle to the maximum extent possible.
Other Sources		
Climate Action Team	Reduce diesel-fueled commercial motor vehicle idling.	**Consistent.** The project would be consistent with the CARB Air Toxics Control Measure to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time.
	Achieve California's 50% waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.	**Consistent.** The project would meet this requirement as part of its compliance with the CALGreen Code.
	Plant 5 million trees in urban areas by 2020 to effect climate change emission reductions.	**Consistent.** The project would provide appropriate landscaping on the project site including drought-tolerant landscaping and plant approximately 900 trees.
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	**Consistent.** The project would meet this requirement as part of its compliance with the CALGreen Code. The project would also use drought-tolerant plants in its landscaping.
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/ commercial development along transit corridors, and implementing intelligent transportation systems.	**Consistent.** The project would incorporate physical and operational project characteristics that would reduce vehicle trips and VMT and encourage alternative modes of transportation for patrons and employees. The project would also contribute fair share funding towards higher frequency transit service for the project site..
	Reduce energy use in private buildings.	**Consistent.** The project would meet or exceed the energy standards in ASHRAE 90.1-2010, Appendix G and the Title 24 Building Energy Efficiency Standards.

SOURCE: ESA, 2017.

City of Burbank 2035 General Plan and GGRP

As discussed previously, the City has a reduction target of 15 percent below 2010 levels by 2020 and a reduction goal of 30 percent below 2010 levels by 2035. In order to achieve these goals, the City has identified actions and measures to reduce GHG emissions stated in the City's General Plan Program: *Air Quality and Climate Change Element* and the City's *GGRP*. **Table 4.6-6,** *Project Consistency with City of Burbank Greenhouse Gas Reduction Strategies*, summarizes how the project supports the actions and measures found in the City's General Plan and GGRP.

TABLE 4.6-6
PROJECT CONSISTENCY WITH CITY OF BURBANK GREENHOUSE GAS REDUCTION STRATEGIES

Policies	Consistency
Air Quality and Climate Change Element	
Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	**Consistent:** The project would meet the CALGreen criteria, and CALGreen Tier 1 energy efficiency criterial for commercial components, which would reduce energy and water consumption. During construction, the project will recycle and balance all demolition debris and excavated soil, so there will be no haul truck trips. During construction and operations, trucks on site would be limited to 5 minutes of idling, consistent with the ATCM.
Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	**Consistent:** The project would encourage the use of non-motorized vehicles by installing the prewiring for providing 144 electric vehicle charging stations, four bike sharing stations, on-street bicycle lanes along North Hollywood Way and Tulare Avenue, and numerous bike parking locations throughout the mixed-use campus.
Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.	**Consistent:** The project would achieve energy and water consumption reductions by meeting CAL Green criteria, and CALGreen Tier 1 energy efficiency criteria for commercial projects. The project is a mixed-use campus with creative office and industrial spaces, retail, and a hotel. The project would have sufficient and safe pathways for bicyclists and pedestrians to navigate the campus The project is served by a high level of transit with multiple bus stops and routes, as well being 0.9 miles from the current Burbank Airport-SouthMetro Link Station and will be adjacent to the Burbank Airport-North Metrolink station. The project would result in approximately 2,119 full-time jobs.
Policy 2.4: Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected traffic generation.	**Consistent:** The project would provide two bus stops adjacent to the project along North Hollywood Way and North San Fernando Boulevard. The project would encourage the use of non-motorized travel to the project site by installing prewiring for 144 electric vehicle charging stations, providing four bike share stations, numerous bicycle parking locations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and would provide 60 parking spots for the dedicated use of the Burbank Airport-North Metrolink station. The project would also contribute fair share funding towards higher frequency transit service for the project site.

Policies	Consistency
Burbank 2035 Greenhouse Gas Reduction Plan	
Buildings and Energy:	
Energy Efficiency in New Construction: The City will require new commercial projects to be constructed to Title 24 Tier 1 levels	**Consistent:** The project would meet the CALGreen Tier 1 level criteria for commercial components.
Cool Roofs: 'Cool roofs' are made of materials with higher solar reflectivity, which mitigate the urban heat island effect and reduce cooling loads during hot days.	**Consistent:** The project would be designed to have cool roofs, reducing the heat island effect, thus reducing the energy required for air conditioning in buildings.
Building Shade Trees	**Consistent:** The project would plant approximately 900 trees within the parking lot, which would provide shading for over 50% of the parking area within 15 years. The trees would also absorb carbon dioxide.
Transportation:	
Pedestrian Enhancements: Attractive pedestrian environments encourage walking, which can lead to increased foot traffic for stores and restaurants and decreased automobile trips.	**Consistent:** The project would provide multiple pedestrian walkways on the project site, as well as a walkway to the Burbank Airport-North Metrolink station. The project is served my multiple bus lines within reasonable walking distance, in addition to the two bust stops the it will provide along North Hollywood Way and North San Fernando Boulevard. The project would also contribute fair share funding towards higher frequency of transit service for the project site..
Bicycle Infrastructure Expansion: The City will continue to expand bicycle infrastructure within public rights-of-way, including on-street bicycle lanes and routes, bicycle parking, and directional signage.	**Consistent:** The project would encourage traveling to the project site via bicycles by providing on-street bike infrastructure along North Hollywood Way and Tulare Avenue, as well as bike infrastructure with connectivity to the -Burbank Airport North Metrolink Station, installing four bike share stations, as well as multiple on-site bike parking locations.
Water Efficiency:	
The City will implement water conservation programs described in the Urban Water Management Plan (UWMP) in support of BWP's goal to reduce water consumption by 1% annually.	**Consistent:** The project would comply with the City requirements for water efficiency.

The analysis above describes the consistency of the project with the applicable City GHG emissions reduction plans, policies, and regulations, including the City's General Plan and the GGRP. As discussed in Table 4.6-6, the project would implement PDFs and incorporate water conservation, energy conservation, tree-planting, and other features consistent with these plans. Therefore, the project would be consistent with the City's applicable plans, policies, or regulations for GHG emissions.

City of Burbank Green Building Standards Code

In Title 9, Chapter 1, Article 10, of the Burbank Municipal Code, the City has adopted the 2010 California Green Building Standards Code, or CALGreen. The mandatory requirements of CALGreen Chapters 4 and 5 apply to new residential and non-residential projects. respectively. As detailed in PDF-AIR-2, the project will meet mandatory CALGreen building standards, the commercial components will meet CALGreen Tier 1 energy efficiency criteria, in addition to incorporating other energy and emission saving features as part of the Project Design Features. Therefore, the project would be consistent with the City's Green Building Code.

Consistency with Other Plans, Policies, Regulations, or Recommendations to Reduce GHG Emissions

The project would also be consistent with other statewide, regional and local plan, policies, regulations, and recommendations to reduce GHG emissions from development. The primary focus of many of the statewide and regional mandates, plans, policies and regulations is to address worldwide climate change. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[267] Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the project's annual GHG emissions would cause a measurable change in global GHG emissions sufficient to create a significant project level impact on global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the project alone is not expected to cause a direct physical change in the environment. It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone. Because of the lack of evidence indicating that the project's GHG emissions would cause a measurable change in global GHG emissions sufficient to create a significant project-level impact on global climate change, and the fact that the project incorporates physical and operational project characteristics and Project Design Features that would ensure its consistency with City actions and measures, project emissions are not anticipated to contribute considerably to global climate change. The project is also considered to be consistent with the GHG reduction goals of HSC Division 25.5 and associated GHG reduction plans such as SCAG's 2016 RTP/SCS, and it is not expected that project development would impede their goals. In fact, as discussed above, the project's location and development comply with the recommendations in these documents and would meet their goals.

Consistency with Executive Orders S-3-05 and B-30-15

Executive Orders S-3-05 and B-30-15 establish goals for reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as AB 32. As analyzed above, the project would be consistent with AB 32. Therefore, the project does not conflict with the 2020 component of Executive Orders S-3-05 and B-30-15.

Executive Orders S-3-05 and B-30-15 also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. SB 32 established the 2030 goal as law but the 2050 goal has not yet been codified by the Legislature. However, studies have shown that, to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 goal are too far in the future to define in detail."[268] In the First Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles,

[267] California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from projects Subject to the California Environmental Quality Act, (2008).
[268] CARB, Climate Change Scoping Plan, p. 117, December 2008

buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."[269] Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the project's impacts further relative to the 2030 and 2050 goals currently is speculative for purposes of CEQA.

Although the project's emissions levels in 2030 and 2050 cannot yet be reliably quantified, statewide efforts are underway to facilitate the State's achievement of those goals and it is reasonable to expect the project's emissions level to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the project's emissions total at buildout year of 2020 represents the maximum emissions inventory for the project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. Given the reasonably anticipated decline in project emissions once fully constructed and operational, the project would be consistent with the Executive Orders' goals.

Because the project's location, land use characteristics, and design render it consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the project would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. Therefore, impacts would be less than significant.

Mitigation Measures:

Even though the project impact is less than significant, per the GGRP, the following measures that are not required by regulations must be incorporated by the project as mitigation measures:

> **MM GHG-1:** Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.
>
> **MM GHG-2:** The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper.
>
> **MM GHG-3:** Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.

[269] CARB, First Update, p. 32, May 2014

4.6.6 Cumulative Impacts

Worldwide anthropogenic emissions of GHGs were approximately 49,000 $MMTCO_2e$ in 2010 including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation).[270] Emissions of CO_2 from fossil fuel use and industrial processes account for 65 percent of the total while CO_2 emissions from all sources accounts for 76 percent of the total. Methane emissions account for 16 percent and N_2O emissions for 6.2 percent. In 2013, the United States was the world's second largest emitter of carbon dioxide at 5,300 MMT (China was the largest emitter of carbon dioxide at 10,300 MMT).[271]

As previously discussed in Section 4.6.1, Existing Environment, CARB compiles GHG inventories for the State of California. Based on the 2015 GHG inventory data California emitted 1.5 $MMTCO_2e$ less GHG emissions compared to 2014 and has been on a declining trend since 2007. Also, the population and economic activities have increased substantially between 1990 and 2015. Despite the population and economic growth, California's net GHG emissions only grew by approximately 2 percent. According to CARB, the declining trend coupled with the State's GHG reduction programs (such as the Renewables Portfolio Standard, LCFS, vehicle efficiency standards, and declining caps under the Cap and Trade Program) demonstrate that California is on track to meet the 2020 GHG reduction target in California HSC, Division 25.5, also known as The Global Warming Solutions Act of 2006 (AB 32).[272] As indicated previously, Table 4.6-1 identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2015 (the most recent year in which data are available from CARB). As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at 37 percent in 2015.

CEQA requires that lead agencies consider the cumulative impacts of GHG emissions from even relatively small (on a global basis) increases in GHG emissions. 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. In the case of global climate change, the proximity of the project to other GHG emissions generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. As stated above, GHG emission impacts are by their very nature cumulative, as both the California Natural Resources Agency and CAPCOA have recognized.[273] Therefore, an analysis of a project's GHG emission impacts also serves as a cumulative impact assessment.

Although HSC Division 25.5 sets a statewide target for statewide 2020 and 2030 GHG emission levels, its implementing tools (e.g., CARB's Climate Change Scoping Plan) make clear that the reductions are not expected to occur uniformly from all sources or sectors. CARB has set targets

[270] Intergovernmental Panel on Climate Change, Fifth Assessment Report Synthesis Report, 2014.

[271] PBL Netherlands Environmental Assessment Agency and the European Commission Joint Research Center, Trends in Global CO_2 Emissions 2014 Report, 2014.

[272] California Air Resources Board, Frequently Asked Questions for the 2016 Edition California Greenhouse Gas Emission Inventory, (2016). Available: https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_faq_20160617.pdf. Accessed June 2017.

[273] California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from projects Subject to the California Environmental Quality Act, (2008).

specific to the transportation sector (land use-related transportation emissions), for example, and under SB 375, SCAG must incorporate these GHG-reduction goals into its Regional Transportation Plan and demonstrate that its Sustainable Communities Strategy is consistent with the Regional Housing Needs Assessment. One of the goals of this process is to ensure that the efforts of State, regional and local planning agencies accommodate the contemporaneous increase in population and employment with a decrease in overall GHG emissions. For example, adopting zoning designations that reduce density in areas which are expected to experience growth in population and housing needs, is seen as inconsistent with anti-sprawl goals of sustainable planning. Although development under a reduced density scenario would result in lower GHG emissions from the use of that individual parcel of land compared to what is currently or hypothetically allowed (by creating fewer units and fewer attributable vehicle trips), total regional GHG emissions would likely fail to decrease at the desired rate or, worse, would increase if regional housing and employment needs of an area were then met with a larger number of less-intensive development projects. Therefore, it is not simply a cumulative increase in regional development or the resultant GHG emissions that potentially threatens GHG reduction goals, but the configuration and design of that development.

With implementation of good planning policies, the land use sector can accommodate growth and still be consistent with statewide plans to reduce GHG emissions. To that end, various agencies are required to develop programs to guide future building and transportation development toward minimizing resource consumption and reducing resultant pollution. As discussed above, the City has adopted a Greenhouse Gas Reduction Plan that includes actions and measures to meet GHG reductions targets for 2020 and 2035.

As discussed in the tables above, the project's design and location would be consistent with applicable GHG reduction strategies recommended by the State, region, and City. In addition, implementation of PDFs would meet or exceed minimum regulatory requirements, and the project would support and be consistent with relevant and applicable GHG emission reduction strategies in SCAG's 2016 RTP/SCS. The project is a compact infill location and within a relatively short distance of existing transit stops, provides employment near current transit stops, and supports the use of alternative modes of transportation, such as installation of prewiring for 144 electric vehicle charging stations, providing four bike share stations, and providing contribute fair share funding towards higher frequency transit service for the project site.. As a result, the project would be consistent with SCAG's 2016 RTP/SCS policies for the concentration of growth in proximity to transit.

Furthermore, the overwhelming majority of the project-related GHG emissions are from two highly regulated source sectors, electricity generation and transportation. These sectors are already covered entities under the Renewables Portfolio Standard and the Cap-and-Trade Program and as such would be reduced sector-wide in accordance with the GHG reduction targets of HSC Division 25.5, in addition to the previously discussed GHG emissions reductions from the project-specific energy efficiency design features, and substantial VMT-reducing land use characteristics of the project. Air quality mitigation measures MM-AIR-1, MM-AIR-2, and MM-AIR-3 focus on GHG emissions from mobile sources and have the potential to reduce operational GHG emissions.

As indicated above, the *State CEQA Guidelines* were amended in response to SB 97. In particular, the *State CEQA Guidelines* were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per *State CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[274] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[275] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] **plans or regulations for the reduction of greenhouse gas emissions**" (emphasis added).[276]

Given that the project would generate GHG emissions consistent with applicable reduction plans and policies, and given that GHG emission impacts are cumulative in nature, the project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

Project mitigation measures discussed above have the potential to further reduce GHG emission from project operations. Implementation of MM GHG-1 would reduce GHG emissions from consumption of electricity. MM-GHG-2 and MM-GHG-3 would reduce GHG emissions from solid waste production by diverting project waste from landfills. Additionally, mitigation measures MM-AIR-1, MM-AIR-2, and MM-AIR-3 would also reduce GHG emissions from mobile sources, the largest contributor of operational GHG emissions. These mitigation measures are also consistent with the City's GGRP policies. Therefore, the project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant and further reduced with mitigation.

Mitigation Measures:

Even though the project impact is less than significant, GGRP requires incorporation of mitigation measures that are not required by regulations, those applicable to this project are MM GHG-1, MM GHG-2, and MM GHG-3, in addition to the Project Design Features that were detailed in the previous section

274 14 CCR Section 15064(h)(3).
275 14 CCR Section 15064(h)(3).
276 14 CCR Section 15064(h)(3).

4.7 Hazards and Hazardous Materials

This section evaluates the potential for the proposed project to result in adverse impacts related to hazards and hazardous materials. The analysis is based on review of available databases and project site-specific investigations conducted for each of the four individual sites that comprise the proposed project, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section analyzes the potential for both project-level and cumulative environmental impacts.

Data used in this section includes information obtained from the Environmental Assessments and geotechnical studies prepared for the project site including *Phase I Environmental Site Assessment,* prepared by Ardent Environmental Group, January 2016 (Appendix G), *Soil Management Plan,* Ardent Environmental Group, March 2016 (Appendix G), *Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street,* by Ardent Environmental Group, February 2016, *Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property,* Ardent Environmental Group, June 2015 (Appendix G), *No Further Requirements for Chromium VI Investigation, Image Transform Laboratory*, California Regional Water Quality Control Board, Los Angeles Region (LARWQCB), December 2003 (Appendix G), and *Additional Site Investigation Report Former Lockheed Martin Plants A-1 North, B-1, B-6 and C-1,* by Tetra Tech, 2014 (Appendix G).

4.7.1 Environmental Setting

The nearly 61-acre project site located in the City of Burbank comprises three different properties; a portion of the former Lockheed B6 Plant (B6 Plant) property (approximately 59 acres), the former Aviall parking lot (Aviall) property (approximately 1.53 acres), and the former Pacific Airmotive Corporation (PAC) property (approximately 0.69 acres), as shown in **Figure 4.7-1,** *Former Properties Comprising the Avion Burbank Project Site*.[277]

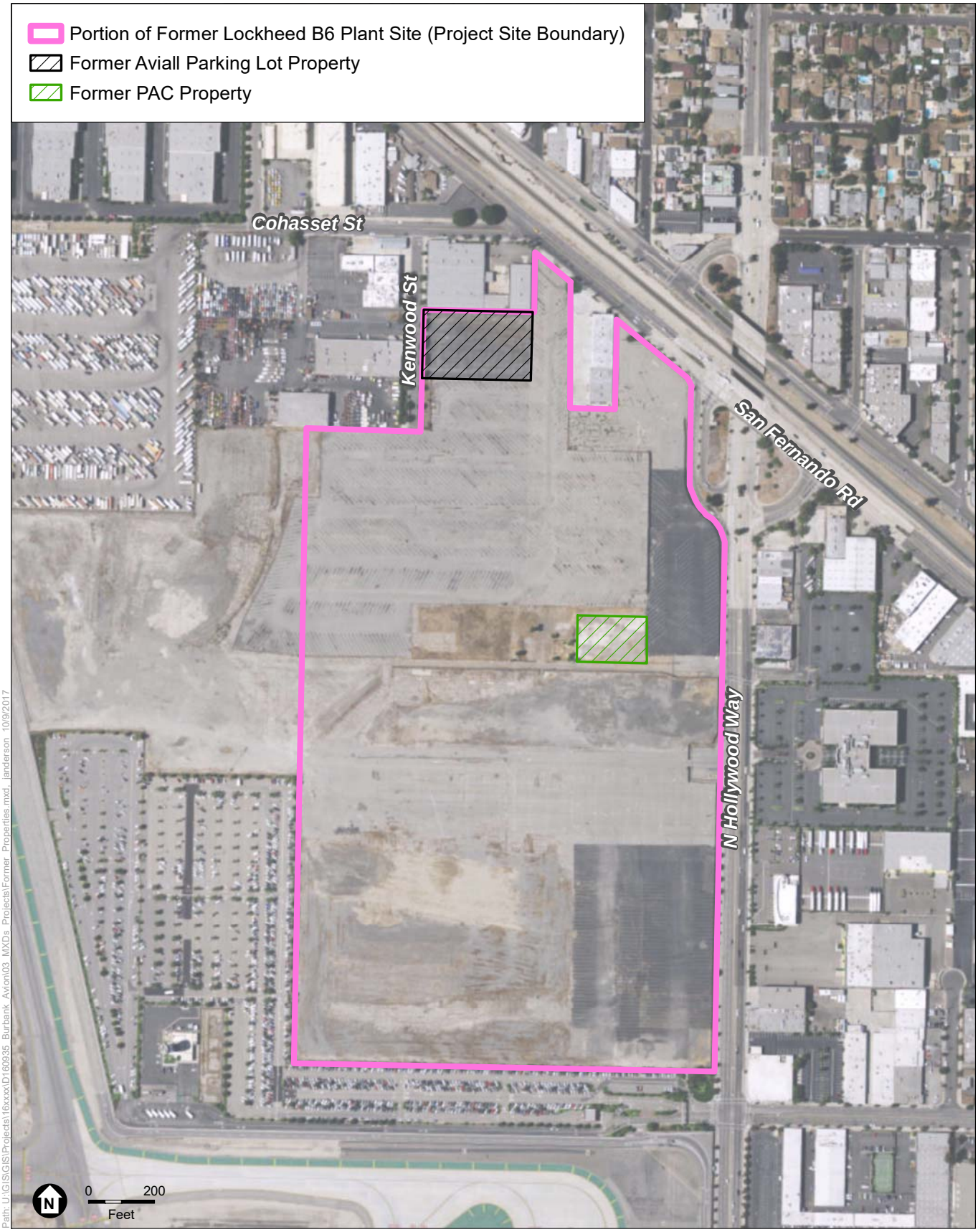
Historical Site Uses

Portion of Former Lockheed B6 Plant Property

A brief history of the former Lockheed B6 Plant property includes:

- Agriculture from 1928 through the late 1940s
- Aerospace (Lockheed B-6 plant from 1944 through the 1990s);
- Most buildings, foundations, and pavements were demolished at the site in 1997 and 1998;
- All remaining on-site buildings were demolished in 2001;
- Site is currently vacant

[277] Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.



SOURCE: ESRI

Avion Burbank Project

Figure 4.7-1
Former Properties Comprising the Avion Burbank Project Site

ESA

As discussed in the *Phase I ESA, Portions of the Former Lockheed Plant B6*,[278] and *Soil Management Plan, Trust Property*,[279] while Lockheed utilized the project site, the following chemicals and materials were used and/or stored on site in support of aerospace operations: aircraft fuels, biocides, descalers, fuel oils, gasoline, paints, solvents, acids, caustics, and plastic resins and hardeners. Fuels used at the project site include automobile gasoline, aviation gasoline, Jet A, JP-4, JP-5, JP-7, JP-8, and other thermally stable jet fuels. Types of oils used included conventional motor oils, turbine lubricating oils, hydraulic system oils, and rust prevention oils.

The project site is located within the San Fernando Valley Groundwater Basin, which has been designated by the United States Environmental Protection Agency (USEPA) as a Federal Superfund Site due to groundwater contamination associated with historical uses and was investigated as part of the Regional Water Quality Control Board, Los Angeles Region (LARWQCB) Well Investigation Program (WIP). Investigations began in 1991 with an in-depth environmental assessment of the project site presenting a comprehensive study of the historical land use, operations, and areas of concern.[280] Areas of groundwater contamination, designated as Operable Units, contain chemicals such as volatile organic compounds (VOCs), namely trichloroethene (TCE) and tetrachloroethylene (PCE), and other chemicals such as hexavalent chromium and 1,4-dioxane.[281] The project site lies within the Burbank Operable Unit. A number of investigations have been completed over the years, and based on the results, Lockheed has been named as a potentially responsible party for contributing to the groundwater issues. Groundwater investigations completed at the project site have shown elevated concentrations of PCE, TCE, total chromium, and hexavalent chromium.[282] Groundwater has been measured at a depth of approximately 220 feet below the ground surface (bgs) and flows in a southeasterly direction.[283] Currently, there are three groundwater wells located on the project site, and groundwater monitoring is completed by Lockheed on an annual basis.[284]

As discussed in the *Phase I ESA for the Portions of the Former Lockheed Plant B6,* Appendix D Key Environmental Reports (Environmental Assessment for the Lockheed Plant B-6 Facility, Parcel 2, Burbank, CA, December 23, 1991 by McLaren Hart), a leak detection program was conducted in 1984 and 1985, which identified a total of 37 underground storage tanks (USTs), 6 sumps, and 7 clarifiers. USTs were used for storing heating fuel (diesel), jet fuel, water pump fuel, waste oil, and secondary containment for boilers. The majority of tanks were removed or abandoned in place during the mid-1980s through the early 1990s. Tanks abandoned in place were done so in accordance with closure permits and compliance with regulatory requirements

[278] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.
[279] Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.
[280] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.
[281] Ibid.
[282] Ibid.
[283] Ibid.
[284] Ibid.

and do not pose a hazard to construction of the project.[285] Based on these investigations, no further action (NFA) letters were issued by the LARWQCB in 1996.[286] In 1998, a geophysical survey was conducted to determine if there were any remaining underground features. Based on the survey it appears that all USTs were removed and no longer exist.[287] Although highly unlikely, if USTs are discovered during construction, they would be removed in accordance with applicable regulatory requirements with oversight by the Burbank Fire Prevention Bureau's Hazardous Materials Program. Asbestos-containing Transite piping is reportedly located beneath the project site.[288] The extent of this piping is unknown.

In 2013, the LARWQCB requested an investigation at the project site and surrounding properties to investigate possible sources of hexavalent chromium that began appearing in nearby monitoring wells.[289] The investigation determined that there was a likelihood that the project site had contributed to the chromium issue. This case is still considered open with the LARWQCB.[290]

Former Pacific Airmotive Corporation Property

The former Pacific Airmotive Corporation (PAC) property is located in the east-central portion of the project site, as shown on Figure 4.7-1. It is associated with the main PAC facility located further east of the project site and beyond North Hollywood Way. A brief summary of the PAC property is as follows:

- agricultural purposes or vacant land from 1928 to the late 1940s
- aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 to 1996
- Buildings were razed in 2013
- Site is currently vacant.

As discussed in the *Phase I ESA, Former Pacific Airmotive Corporation Property, the PAC Property*[291] contained 5 engine test cells and associated exhaust areas, control rooms, sumps, clarifiers, flor and trench drains, underground pipelines, fuel pumps, aboveground storage tanks (ASTs), and at least 13 underground storage tanks (USTs). Jet fuel and aviation gasoline were stored in the USTs at the project site and pumped via underground pipelines to the test cells. Chemicals used at this property included petroleum fuels, oils, greases, Stoddard solvents,

285 Underground storage tank requirements are listed in California Health and Safety Code Division 20, Chapter 6.7, Section 25298, California Code of Regulations Title 23, Division 3, Chapter 16, Sections 2670 through 2672, and the Los Angeles County Code.

286 Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

287 Ibid.

288 Ibid.

289 Ibid.

290 Ibid.

291 Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

chlorinated solvents used as a degreaser, and aromatic hydrocarbons associated with the petroleum fuels and solvents.[292]

The project site is located within the San Fernando Valley Groundwater Basin Federal Superfund Site due to groundwater contamination associated with historical uses and was investigated as part of the LARWQCB WIP. Areas of groundwater contamination, designated as Operable Units, contain chemicals such as volatile organic compounds (VOCs), namely trichloroethene (TCE) and tetrachloroethylene (PCE), and other chemicals such as hexavalent chromium and 1,4-dioxane.[293] The project site lies within the Burbank Operable Unit. In 1992 a Cleanup and Abatement Order was issued to three responsible parties that formerly owned or operated buildings at the former PAC facility. These included Lockheed, American Real Estate Holding Limit Partnership, and PAC.[294] Groundwater has been measured at a depth of approximately 249 feet bgs and flows in a southeasterly direction.[295] The project site currently contains three groundwater monitoring wells.[296]

In 2013, a Phase I ESA was completed for the project site, which included a review of a number of previous soil and groundwater investigations, UST removal activities, and soil remediation. Based on these results, it was determined that data gaps existed. Subsequently a soil and soil gas investigation was conducted to fill in the data gaps. With the exception of PCE discovered in soil gas samples, laboratory results show little to no remaining contamination.[297]

Former Aviall Parking Lot Property

As shown on Figure 4.7-1, the former Aviall parking lot (Aviall) property is located on the north-central portion of the project site. The summary of the project site history includes:

- agricultural purposes or vacant land in 1928
- sparse residential development and possibly an office from the 1930s to 1950s
- the southern portion of the Aviall site was used as a parking lot and the northern parcel appeared to have consisted of residential development and possible commercial and/or retail buildings from 1954 to 1964
- both parcels were acquired by Aviall in 1976
- both parcels were used as a parking lot by a number of entities which operated commercial businesses west of the site since 1976.

No reported manufacturing operation have been conducted on the property.[298]

[292] Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.
[293] Ibid.
[294] Ibid.
[295] Ibid.
[296] Ibid.
[297] Ibid.
[298] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

The project site is located within the San Fernando Valley Groundwater Basin Federal Superfund Site due to groundwater contamination associated with historical uses and was investigated as part of the LARWQCB WIP. Areas of groundwater contamination, designated as Operable Units, contain chemicals such as volatile organic compounds (VOCs), namely trichloroethene (TCE) and tetrachloroethylene (PCE), and other chemicals such as hexavalent chromium and 1,4-dioxane.[299] The project site lies within the Burbank Operable Unit. The project site has not been investigated by regulatory agencies as a possible contributor to the groundwater issues.[300] Groundwater has been measured immediately south of the project site at depths of approximately 220 feet bgs and flows in a southeasterly direction.[301] There are no groundwater monitoring wells located on site.[302]

Existing Conditions

The project site is relatively flat, graded, and partially developed with surface parking lots, which were used for vehicle storage. The Hollywood-Burbank Airport is located to the west and the south of the project site (the Replacement Terminal will be located adjacent to the runway and the proposed project would be adjacent to the terminal), North Hollywood Way is immediately east of the project site, and North San Fernando Boulevard and Cohasset Street are north of the project site.

As discussed above, the project site lies within the San Fernando Valley Groundwater Basin Superfund Site and is part of the LARWQCB WIP. Groundwater continues to be monitored at the project site with nine on-site wells and associated pipes. Soil, soil gas, and groundwater investigations have been conducted at the project site since 1991. Remediation work at the project site has been completed under the direction and oversight of the LARWQCB and the USEPA. The project applicant also completed Phase I and Phase II investigations prior to acquisition of property.

As discussed in the Soil Management Plan,[303] the project site currently has nine groundwater monitoring wells as shown in **Figure 4.7-2**, *Groundwater Monitoring Well and Proposed Building Locations*, that are part of a larger WIP groundwater monitoring program that includes additional off-site wells. Wells B-6-CW04, B-6-CW05, and B-6-CW06 are clustered well casings located adjacent to each other in the northern portion of the project site and within a proposed parking lot. Wells B-6-CW07, B-6-CW08, and B-6-CW09 are nested in one borehole/well box located in the northwestern portion of the project site. These wells are located beneath proposed building I-5. Wells MW-1, MW-2, and MW-3 are individual wells closely configured on the former PAC property. These wells will be located beneath proposed building H-1. Based on the proposed redevelopment plans, these wells will need to be abandoned or protected prior to grading activities. Following project site redevelopment, some of these wells may need to be

299 Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.
300 Ibid.
301 Ibid.
302 Ibid.
303 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.

relocated. Since these wells are part of a regional Superfund Site, modifications due to redevelopment activities would need to be authorized by the EPA. Typically, the well owner/operator would obtain EPA approval. It is our understanding that the project applicant is negotiating with Lockheed to complete these tasks.

Hazardous Materials Database Site Listings

As part of the Phase I ESAs prepared for the project site, environmental agency databases that log known hazardous site conditions were reviewed to ascertain whether the project sites or any properties generally located within 0.25 mile of the project were listed on such Federal, State, local, or other databases. These databases list properties by location and provide information regarding past use and presence of hazardous conditions. The databases and relevant findings are discussed below for the project site and adjacent properties.

The Phase I ESAs prepared for all three sites which comprise the project site were completed in 2015 and 2016. For each ESA, a computerized environmental information database search and a review of the hazardous materials database listings were performed to identify sites which have released hazardous substances with potentially adverse environmental effects.[304]

Project Site

Several adjacent sites and those within 0.5 to 1 mile of the project were listed in various databases. As indicated in the Phase I ESAs, based on the nature and extent of a given release, the distance of the reported release, the position of a reported release with respect to the regional groundwater flow direction, current regulatory status, and/or the absence of reported releases, the majority of these sites are not considered to represent a recognized environmental condition that would adversely affect the project, including potential Vapor Encroachment Conditions due to the release of vapors from contaminated soil or groundwater.[305]

Former Lockheed B6 Plant Property

All information is from the *Phase I ESA, Portion of Former Lockheed Plant B6*.[306] Five unmapped properties, due to poor or inadequate address information, were identified in the database report. Two of these listings, the San Fernando Valley Groundwater Basin and Pacific Airmotive Corporation, have been identified and are discussed below. Based on the information provided for the remaining properties, and/or the types of databases on which the properties are listed, there is a low likelihood that the environmental integrity of the project site has been adversely impacted by these off-site sources.

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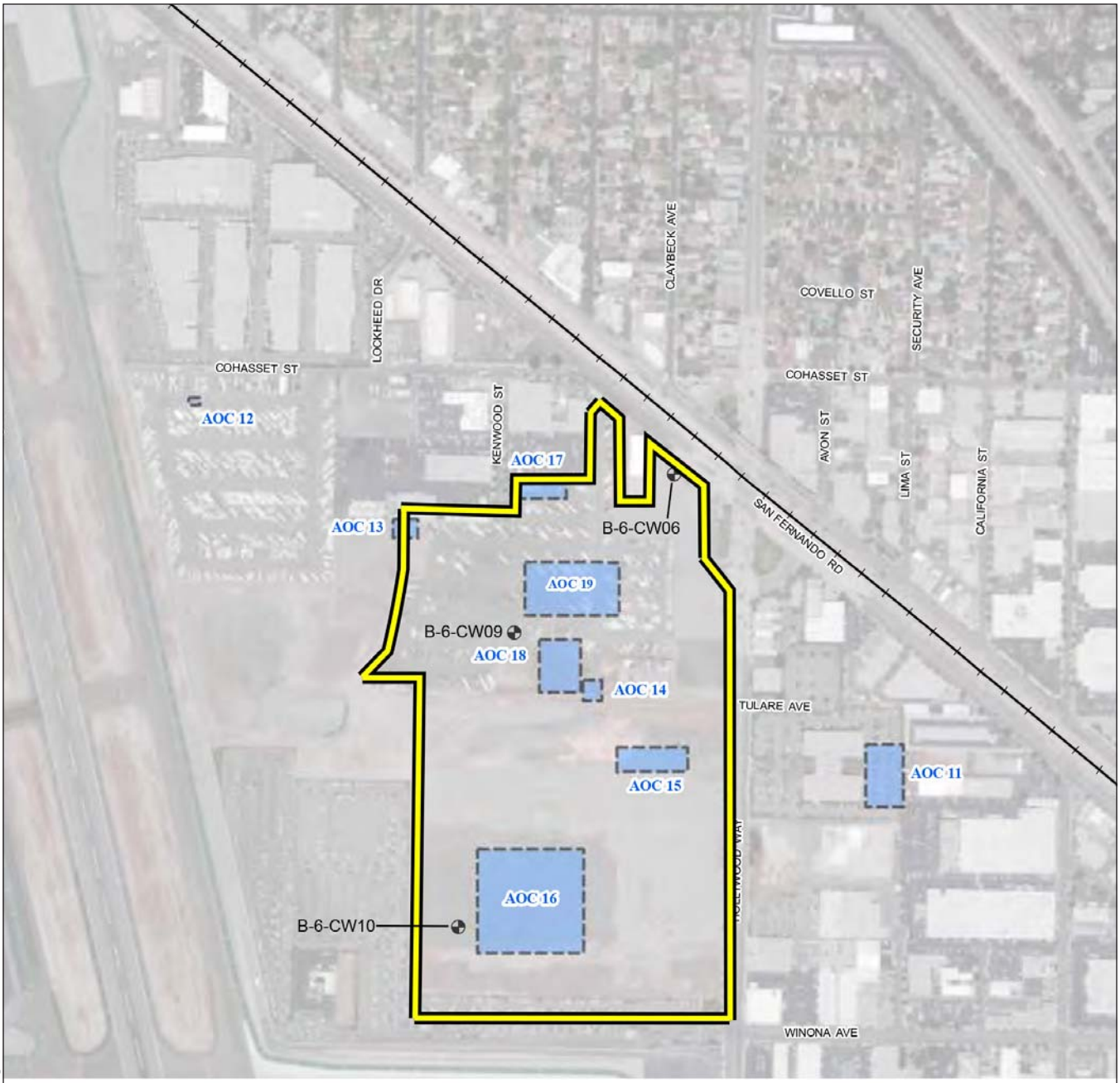
304 Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17;
Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24;
Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

305 Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

306 Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.



LEGEND

APPROXIMATE SITE BOUNDARY

RAILROAD

AREA OF CONCERN (AOC) INVESTIGATED BY TETRA TECH IN 2014

B-6-CW10 GROUNDWATER MONITORING WELL LOCATION AND DESIGNATION

N 0 600 Feet

D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Ardent Environmental Group, Inc., 2015

Avion Burbank Project

Figure 4.7-2
Groundwater Monitoring Well and Proposed Building Locations

ESA

The following paragraphs describe the databases that contain noted properties of environmental concern and include a discussion of the regulatory status of the facilities and potential environmental impact to the subject site. The project site was assigned the addresses of 2555, 2801, 2949, and 3001 North Hollywood Way and 3525 and 3615 North San Fernando Boulevard. The addresses of 2555. 2801, and 3001 North Hollywood Way were also assigned to portions of the larger property. The project site was listed on numerous databases listed below; however, it could not be identified whether the listings were associated with the project site or the larger property.[307]

The project site address is not noted as part of the National Priorities List (NPL), the list of hazardous waste sites in the United States eligible for long-term remedial action (cleanup) financed under the Federal Superfund program, but the overall project site is part of the San Fernando Valley Groundwater Basin, which is on the NPL. Neither the site nor properties located within a 0.5-mile radius from the project site were listed on the Delisted NPL or CERCLIS database (the CERCLIS Public Access Database, which contained a selected set of publicly releasable Superfund program data, has been retired). The EPA is transitioning to the Superfund Enterprise Management System, or SEMS. SEMS includes the same data fields and content as CERCLIS. However, the project site and larger property have been listed as a responsible party to the San Fernando Valley Groundwater Basin Superfund Site. Portions of the San Fernando Valley Groundwater Basin are listed on the CERCLIS database. Five properties were listed as No Further Remedial Action Planned (NFRAP) on the CERCLIS database.

Plant B-6, under the address 2555 North Hollywood Way, is listed on the State's Calsites database, the Department of Toxic Substance Control's (DTSC) automated database that contains information on properties in California where hazardous substances have been released, or where the potential for a release exists for groundwater contamination. Two-thirds of the properties have been classified as No Further Action (NFA) by the DTSC, with the remaining properties in various stages of review and remediation. The remaining 13 facilities were determined to not be an environmental concern. Plant B6, under the address 2601 North Hollywood Way, was also listed in the Historical Hazardous Waste and Substances Sites List (HIST CORTESE) due to its listing on other regulatory databases.

Former Pacific Airmotive Corporation Property

All information is from the *Phase I ESA, Former Pacific Airmotive Corporation Property*.[308] Four unmapped properties, due to poor or inadequate address information, were identified in the database report. Two of these listings, the San Fernando Valley Groundwater Basin and Pacific Airmotive Corporation, have been identified and are discussed below. Based on the information provided for the remaining properties, and/or the types of databases on which the properties are listed, there is a low likelihood that the environmental integrity of the project site has been adversely impacted by these off-site sources.

[307] Ibid.

[308] Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

The following paragraphs describe the databases that contain noted properties of environmental concern and include a discussion of the regulatory status of the facilities and potential environmental impact to the subject site.[309] The project site address is not noted as part of the NPL, but the overall project site is part of the San Fernando Valley Groundwater Basin, which is on the NPL. Neither the project site nor properties located within a 0.5-mile radius from the project site were listed on the Delisted NPL or CERCLIS database. However, the project site has been listed as a responsible party to the San Fernando Valley Groundwater Basin Superfund Site. Portions of the San Fernando Valley Groundwater Basin are listed on the CERCLIS database. The PAC facility at 2940 North Hollywood Way (the Main Facility) and two other facilities located 0.31 mile cross- or downstreamof the project site were listed as NFRAP.

The portion of the PAC facility located within the project site was not listed on Calsites. However, the San Fernando Valley Groundwater Basin and PAC at 2840 North Hollywood Way (the Main Site) were listed for groundwater contamination. Two-thirds of the properties have been classified as NFA by the DTSC, with the remaining properties in various stages of review and remediation. Fifteen additional facilities were listed, three of them with a regulatory status of closed. With the exception of one facility, the remaining 14 properties were located more than 0.27 mile cross- or downstream of the project site. The single upstream facility is located approximately 0.67 mile from the project site. Based on the distance, direction, depth to groundwater and/or regulatory status, these facilities would not be considered an environmental concern. Pacific Airmotive Corporation, 2940 Hollywood Way, was also listed in HIST CORTESE due to its listing on other regulatory databases.

Former Aviall Parking Lot Property

All information is from the *Phase I ESA, Parking Lot 3120 and 3130 Kenwood Street*.[310] One unmapped property, due to poor or inadequate address information, was identified in the database report. The San Fernando Valley Groundwater Basin was identified and are discussed below. Based on the information provided for the remaining properties, and/or the types of databases on which the properties are listed, there is a low likelihood that the environmental integrity of the project site has been adversely impacted by these off-site sources.

The following paragraphs describe the databases that contain noted properties of environmental concern and include a discussion of the regulatory status of the facilities and potential environmental impact to the subject site. The Aviall site has had the following addresses, 3120 and 3130 Kenwood Street. It is also associated with 2801 North Hollywood Way, which is assigned to the larger Lockheed Plant B6 property.

The project site address is not noted as part of the NPL, but the overall project site is part of the San Fernando Valley Groundwater Basin, which is on the NPL. Neither the project site nor properties located within a 0.5-mile radius from the project site were listed on the Delisted NPL or CERCLIS database. However, the project site has been listed as a responsible party to the San Fernando Valley Groundwater Basin Superfund Site. Portions of the San Fernando Valley

[309] Ibid.

[310] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

Groundwater Basin are listed on the CERCLIS database for groundwater contamination. Four other facilities located greater than 0.3 mile from the project site were listed as NFRAP.

The Aviall site within the project site was not listed on Calsites. Seventeen facilities were listed, one of which is located upstream from the project site (if the project site is capable of yielding ground-water samples that are representative conditions and not affected by the regulated facility). The Photo Chemtech Corporation is located approximately 0.5 mile northwest and upgradient of the project site. Based on this distance, there is low likelihood that soil contamination exists at the project site from this off-site facility. However, the San Fernando Valley Groundwater Basin was listed for groundwater contamination. Two-thirds of the properties have been classified as NFA by the DTSC with the remaining properties in various stages of review and remediation. The remaining 16 facilities were located 0.28 mile from the project site in a cross- to downgradient direction. Some of these are listed as NFA. Based on the distance, direction, depth to groundwater, and/or regulatory status, these facilities would not be considered an environmental concern to the project site. The Aviall site was also listed in HIST CORTESE due to its listing on other regulator databases.

Properties Adjacent to the Project

The Hollywood-Burbank Airport is located within both the Burbank Operable Unit and the North Hollywood Operable Unit of the San Fernando Valley Groundwater Basin Superfund Site. A Cleanup and Abatement Order was issued in 1987 to the responsible parties of the project site, including Lockheed. The Cleanup and Abatement Order was issued by the RWQCB on behalf of the EPA to cleanup and abate VOC contamination of soil and groundwater at the Airport. Since that time, remediation has been performed at the Airport and the RWQCB has issued closure letters to acknowledge completion of cleanup activities. The Airport is not listed in any Federal databases. However, the San Fernando Valley Groundwater Basin on which the Airport is located, is listed on several Federal databases.[311]

Plant B-6 is listed in Calsites for groundwater contamination. Two-thirds of the properties have been classified as NFA by the DTSC with the remaining properties in various stages of review and remediation. The remaining 13 facilities were determined to not be an environmental concern. The Airport was also listed in HIST CORTESE.

Other Potentially Hazardous Materials

Asbestos-Containing Materials

Asbestos is a naturally-occurring mineral made up of microscopic fibers that has been widely used in the building industry for a variety of uses. Such uses include acoustic and thermal insulation and fireproofing. It is often found in ceiling and floor tiles, linoleum, and pipes, as well as on structural beams and asphalt. However, asbestos can become a hazard when the fibers separate and become airborne. Asbestos has been linked with lung diseases caused by inhalation of airborne asbestos fibers, and its use in building was banned by 1978. A 1998 geophysical

[311] Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

survey stated that asbestos-containing Transite piping could potentially be located beneath the Plant B6 site, the extent of which is unknown.[312]

4.7.2 Regulatory Setting

Federal

U.S. Environmental Protection Agency

The USEPA, through the Code of Federal Regulations (CFR), defines a hazardous waste as a substance that (1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness and (2) that poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of or otherwise managed. Hazardous waste can also be ignitable, corrosive, or reactive (explosive). Hazardous and toxic substances are defined as chemicals (i.e., chemicals, dusts, mixtures, paints, fuels, solvents, etc.) present in the workplace which are capable of causing harm. A material that contains defined amounts of toxic chemicals may also be classified as a hazardous material. The USEPA has developed a list of specific hazardous wastes that are in the form of solids, semi-solids, liquids, and gases. The USEPA is in charge of administering all or part of several hazardous material laws as described below.

Comprehensive Environmental Response, Compensation, and Liabilities Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) provides a framework for the remediation of hazardous waste disposal sites, provides funding for remediation and creates a list of national priority sites (i.e., Superfund sites), and provides standards and practices for conducting a Phase I Environmental Site Assessment[313].

ASTM Standard E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, effective December 30, 2013, amends the standards and practices for all appropriate inquiries under CERCLA.[314] This amendment clarifies that all appropriate inquiries or Phase I Environmental Site Assessments include, among other requirements, an investigation of both real and potential occurrence of vapor migration and vapor releases affecting the subject property. ASTM Standard E2600-10, Vapor Encroachment Screening on Property Involved in Real Estate Transactions, provides standards for conducting Tier 1 and Tier 2 screenings. A Tier 1 screening uses Federal and State databases to identify those facilities with a potential to affect subsurface vapor conditions or areas of concern (AOC). AOC are identified for sources surrounding the project site, the type of source, the area upgradient of the direction of groundwater flow from the project site, and the type of contaminant of concern (COC): petroleum hydrocarbon-related (measured in COC-tons per hour [COC-ph]) or non-petroleum COC. The search distance is a 0.33-mile radius from the project site for sources having or suspected to have a release of COC, and a 0.1-mile radius for sources having or suspected to have a release of COC-ph. A critical distance of 30 feet is also identified for COC-ph and 100 feet for nonpetroleum COC which could result in vapor encroachment. Tier 2 involves additional

312 Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

313 United States Code, Title 42, sec. 96011 et seq., 1980.

314 Code of Federal Regulation, 40, part 312, 1980.

records review of regulatory files for sites identified in Tier 1 and may also require sampling of soil, soil gas, and/or groundwater to determine if a vapor encroachment conditions exists.

Toxics Substances Control Act

The Toxic Substances Control Act (TSCA) addresses the production, importation, use, and disposal of specific chemicals, including polychlorinated biphenyls (PCBs), asbestos, and lead-based paint (LBP). These regulations ban the manufacture of PCBs although the continued use of existing PCB-containing equipment is allowed. TSCA also contains provisions controlling the continued use and disposal of existing PCB-containing equipment. The disposal of PCB wastes is also regulated by TSCA, which contains life cycle provisions similar to those in RCRA.[315] In addition to TSCA, provisions relating to PCBs are contained in the Hazardous Waste Control Law (HWCL), which lists PCBs as hazardous waste.[316]

Resource Conservation and Recovery Act

The Federal Resource Conservation and Recovery Act (RCRA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste.[317] Under RCRA regulations, generators of hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste as long as it is at least as stringent as RCRA.

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA and its regulations which establish construction standards for new UST installations (those installed after December 22, 1988), as well as standards for upgrading existing USTs and associated piping. Since 1998, all nonconforming tanks were required to be either upgraded or closed.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) was passed by Congress in 1986 in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals.[318] EPCRA improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. EPCRA also established reporting obligations for facilities that store or manage specified chemicals.

Federal Occupational Safety and Health Administration

The Federal Occupational Safety and Health Act of 1970, which is implemented by the Federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. Federal OSHA requirements are designed to promote worker safety, worker training, and a worker's right to know.[319]

[315] Code of Federal Regulations, Title 40, part 761, 1976.
[316] Health and Safety Code sec. 25100 et seq. and 22 California Code of Regulations sec. 66260.1 et seq., 2015.
[317] United States Code Title 42, secs 6901-6992k, 1976.
[318] United States Code, Title 42, chapter 116, 1986.
[319] Code of Federal Regulations, Title 29, section 1910 et seq., 1970.

Federal Aviation Administration Advisory Circular No. 150/5200-33B

The Federal Aviation Administration (FAA) issued an Advisory Circular titled Hazardous Wildlife Attractants on or Near Airports, which provides guidance on certain land uses and development projects that have the potential to attract hazardous wildlife on or near public-use airports.[320] The standards and practices contained within the Advisory Circular are recommended for public-use airport operators and are required for airports that have received Federal grant-in-aid assistance. Additionally, the standards, practices, and recommendations of the Advisory Circular comply with the wildlife hazard management requirements of the Airport Operating Certificates.[321]

Wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide as well as billions of dollars in aircraft damage. Most public-use airports have large tracts of open, undeveloped land that provide added margins of safety and noise mitigation. This undeveloped land can present potential hazards to aviation if it encourages wildlife to enter an airport's approach or departure airspace or air operations area. Also, constructed or natural areas—such as poorly drained locations, detention/retention ponds, roosting habitats on buildings, landscaping, or wetlands—can encourage wildlife with ideal locations for feeding, loafing, reproduction, and escape.

State

California Environmental Protection Agency

The State of California has developed the California Hazardous Waste Control Law and the USEPA has authorized RCRA enforcement to the State of California[322]. Primary authority for the statewide administration and enforcement of HWCL rests with California EPA's (Cal-EPA) Department of Toxic Substances Control (DTSC).

Basic requirements of California's Hazardous Materials Release Response Plans and Inventory Law include the development of detailed hazardous materials inventories used and stored on site, a program of employee training for hazardous materials release response, identification of emergency contacts and response procedures, and reporting of releases of hazardous materials. Any facility that meets the minimum reporting thresholds must comply with the reporting requirements and file a plan with the California Environmental Reporting System (CERS). In California, any facility known to contain asbestos is required to have a written asbestos management plan (also known as an Operations and Maintenance Program).

California Occupational Safety and Health Administration

The U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal-OSHA) is administered and enforced by the Division of Occupational Safety and Health.[323] Cal-OSHA is very similar to the Federal OSHA program. Among other provisions, Cal-OSHA requires employers to implement a

[320] Federal Aviation Administration, Advisory Circular No. 150/5200-33B, 2007
[321] Code of Federal Regulations, Title 14, Part 139, Certification of Airports, Subpart D,1997
[322] Health and Safety Code sec. 25100 et seq. and 22 California Code of Regulations sec. 66260.1 et seq.
[323] California Code of Regulations Title 8 and California Labor Code secs. 6300-6719, 1973.

comprehensive, written Injury and Illness Prevention Program for potential workplace hazards, including those associated with hazardous materials.

Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. They have established rules and procedures for conducting demolition and construction activities and established exposure limits, exposure monitoring, and respiratory protection for workers exposed to lead.[324]

California Water Resources Control Board

Responsibility for the protection of water quality in California resides with the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs). The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by Federal and State water quality statutes and regulations.

The State's UST program regulations include among others, permitting USTs, installation of leak detection systems and/or monitoring of USTs for leakage, UST closure requirements, release reporting/corrective action, and enforcement. Oversight of the statewide UST program is assigned to the SWRCB which has delegated authority to the RWQCB and typically on the local level, to the Fire Department.[325]

California Office of Environmental Health Hazards Assessment

The California Office of Environmental Health Hazards Assessment (OEHHA) is the State agency for the assessment of health risks posed by environmental contaminants. The mission of OEHHA is to protect human health and the environment through scientific evaluation of risks posed by hazardous substances. The Office is one of five State departments within the Cal EPA. OEHHA implements the Safe Drinking Water and Toxic Enforcement Act,[326] Proposition 65, and compiles the State's list of chemicals and substances believed to have the potential to cause cancer or deleterious reproductive effects in humans, restricts the discharges of listed chemicals into known drinking water sources at levels above the regulatory levels of concern, requires public notification of any unauthorized discharge of hazardous waste, and requires that a clear and understandable warning be given prior to a known and intentional exposure to a listed substance.

Regional

Los Angeles Regional Water Quality Control Board

The project is within the jurisdiction of the LARWQCB, which develops and implements Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. It implements a number of Federal and State laws, the most important of which are the State Porter-Cologne Water Quality Control Act and the Federal

[324] California Code of Regulations Title 8 sec 1532.1, 1973.

[325] California Health and Safety Code, Division 20, Chapter 6.7, and California Code of Regulations Title 23, Division 3, Chapter 16 and Chapter 18, 2011.

[326] California Code of Regulations Title 22 sec. 12000 et seq., 1986.

Clean Water Act. The LARWQCB has jurisdiction in matters concerning the management of potential sources of surface and groundwater contamination, including cleanup of underground and aboveground storage tanks spills.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) regulates the removal of asbestos through Rule 1401 and VOC emissions from contaminated soil through Rule 1166. Removal of asbestos-containing material (ACM) must be conducted in accordance with the requirements of SCAQMD Rule 1403. Rule 1403 regulations require that the following actions be taken: (1) a survey of the facility prior to issuance of a permit by SCAQMD; (2) notification of SCAQMD prior to construction activity; (3) asbestos removal in accordance with prescribed procedures; (4) placement of collected asbestos in leak-tight containers or wrapping; and (5) proper disposal.

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, requires development and approval of a mitigation plan, monitoring of VOC concentrations, and implementation of the mitigation plan if "VOC-contaminated material"[327] is detected.

Los Angeles County Airport Comprehensive Land Use Plan

The 2004 Los Angeles County Airport Comprehensive Land Use Plan (CLUP) is the airport land use compatibility planning document that allows the acting ALUC, the Los Angeles County Department of Regional Planning (DRP), to review and make recommendations concerning certain projects within the ALUC planning boundaries. The DRP can make recommendations on projects and can also determine consistency or inconsistency for the projects that are located within the airport influences areas (AIAs) for the various airports in Los Angeles County, including the Hollywood-Burbank Airport. The AIA for the Airport is bounded by the extent of the 65 Community Noise Equivalent Level (CNEL) contour as generated during the preparation of the 2004 CLUP. The southwest portion of the project site, approximately 17 acres in size, is located in the AIA.

In particular, the CLUP contains the following policies that pertain to the proposed project:

> **Policy G-1:** Require new uses to adhere to the Land Use Compatibility Chart [located on page 13 of the Los Angeles County CLUP].
>
> **Policy G-4:** Prohibit any uses which will negatively affect safe air navigation.
>
> **Policy N-1:** Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.
>
> **Policy N-2:** Require sound insulation to insure a maximum interior 45dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.

[327] VOC-contaminated material is defined by SCAQMD as excavated soil that measures greater than 50 ppm total VOCs as measured with an OVA (e.g., PID), within three inches of the excavated material within three minutes of excavation.

Policy S-5: Prohibit uses which attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.

Policy S-6: Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

Policy S-7: Comply with the height restriction standards and procedures set forth in FAR Part 77 [now 14 CFR Part 77].

Local

City of Burbank 2035 General Plan

The *Burbank2035 General Plan* Safety Element addresses environmental hazardous in the City and outlines the City's public health and safety goals/policies/actions for dealing with these hazards. An analysis of project consistency with the applicable hazardous materials, emergency response, and goals/policies/actions of the Safety Element is provided later in this section.

Goal 1: Emergency Response and Preparation

Policy 1.1: Regularly update all disaster preparedness and emergency response plans.

Policy 1.2: Coordinate disaster preparedness and emergency response with appropriate agencies, including the Burbank Police Department, Burbank Fire Department, and Burbank-Glendale-Pasadena Airport Authority, and neighboring cities.

Policy 1.3: Sponsor and support public education programs for emergency preparedness and disaster response.

Policy 1.4: Promote the development of community or neighborhood disaster relief groups and workplace self-help groups to improve the effectiveness of local emergency response teams.

Policy 1.5: Establish designated emergency response and evacuation routes throughout the city.

Goal 7: Airport Hazards

Policy 7.1: Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.

Policy 7.2: Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.

Policy 7.3: Review and update City procedures for responding to airport and aircraft-related emergencies.

Policy 7.4: Coordinate disaster response with the Bob Hope Airport Fire Department.

Goal 8: Hazardous Materials

Policy 8.1: Review proposed projects involving the use or storage of hazardous materials.

Policy 8.2: Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.

Policy 8.3: Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.

Policy 8.4: Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.

Policy 8.5: Consult with appropriate agencies regarding hazardous materials regulations.

Policy 8.6: Provide the residents of Burbank with information on the proper storage and disposal of hazardous materials and e-waste and encourage the use of City disposal facilities.

Policy 8.7: Include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.

Policy 8.8: Advocate the continued review and mitigation of the effects of operation of natural gas and petroleum pipelines, and other pipelines used to transport hazardous substances.

City of Burbank All Hazard Mitigation Plan

The City of Burbank All Hazard Mitigation Plan, updated April 2011, identifies effective ways to assess the significant natural and manmade hazards that may affect the City and its inhabitants and reduce the City's vulnerability to these hazards.[328] The Plan addresses hazards, including earthquakes, wildland/urban fires, landslides, floods, windstorms, and others. The Plan includes a hazard assessment that prioritizes hazard risks within the City of Burbank based on the potential for occurring and the magnitude of damage that could occur from a risk incident.

City of Burbank Multi-Hazard Functional Plan

The City of Burbank Multi Hazard Functional Plan addresses the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization.

Los Angeles County Airport Land Use Plan

The project is located within the Burbank Airport Planning Boundary and the west and southwest portion of the project site is located in the AIArea contained in the Los Angeles County Airport Land Use Plan. The planning boundaries delineate areas subject to safety hazards such as height restrictions and runway protection zones (RPZ).

[328] City of Burbank, *All Hazard Mitigation Plan*, 2011, http://www.burbankfire.us/divisions/emergency-management/hazard-mitigation-plan-2011.

The Airport Land Use Plan contains safety restrictions consistent with FAA guidelines including a Runway Protection Zone instituted by the FAA Regulations Part 77. The Runway Protection Zone is an area at ground level that provides for unobstructed passage of landing and departing aircraft through the above airspace.

In addition, the FAA has also established an advisory circular with regard to safety concerns associated with the construction of high-rise buildings since such buildings may present a hazard to aircraft operations.[329] Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations).[330]

The FAA requires that Form 7460-1, Notice of Proposed Construction or Alteration be filed with the FAA regional office prior to construction of buildings that are 200 feet or greater in height from the graded terrain (AGL). Any structure that exceeds an overall height of 200 feet AGL should generally be marked and/or lighted.[331] However, this determination is made by FAA and depends on terrain features, weather patterns, geographic location, number of structures, and overall layout of design.[332]

Los Angeles County Fire Department

At the local level, the Los Angeles County Fire Department (LACoFD) monitors the storage of hazardous materials for compliance with local requirements within the City of Burbank. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials, as defined in Chapter 6.95 of the California Health and Safety Code, are required to file an Accidental Risk Prevention Program with the Fire Department. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LACoFD also issues permits for hazardous materials handling and enforces California's Hazardous Materials Release Response Plans and Inventory Law.[333]

Basic requirements of California's Hazardous Materials Release Response Plans and Inventory Law include the development of detailed hazardous materials inventories used and stored on site, a program of employee training for hazardous materials release response, identification of emergency contacts and response procedures, and reporting of releases of hazardous materials. Any facility that meets the minimum reporting thresholds must comply with the reporting requirements and file a Business Emergency Plan with the local administering agency.

The LACoFD administers and enforces Federal and State laws and local ordinances for USTs at the Airport. Plans for the construction/installation, modification, upgrade, and removal of USTs

[329] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.
[330] Code of Federal Regulations, Title 14 part 77, 2007.
[331] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.
[332] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.
[333] Health and Safety Code sec. 25500 et seq., 2014.

are reviewed by LACoFD Inspectors. If a release is documented that affects groundwater, the project file is transferred to the RWQCB for oversight.

4.7.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact with respect to Hazards and Hazardous Materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see **Impact 4.7-1**, below).
- 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 (see **Impact 4.7-2**, below).
- 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 (see **Impact 4.7-3**, below).
- 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 (see **Impact 4.7-4**, below).
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (see **Impact 4.7-5**, below).

The proposed project would result in less-than-significant impacts related to emitting hazardous emissions within 0.25 mile of a school and exposing people or structures to wildland fire risks. Further, the project would result in no impacts related to safety hazards within the vicinity of a private air strip; therefore, these issues do not require further analysis in this Draft EIR. (See Section 5.1, Effects Found Not to Be Significant, for additional discussion of the rationale for eliminating these thresholds from further analysis in the EIR and Initial Study/Notice of Preparation, included in Appendix A.)

4.7.4 Methodology

The evaluation of hazardous conditions and materials associated with construction and/or operation of the project is based on numerous project site investigations performed. The evaluation is focused on the Phase I Environmental Site Assessments (ESA) performed separately for the former Lockheed Plant B-6,[334] former PAC,[335] and former Aviall Parking sites.[336]

The Phase I ESAs identified the potential presence of hazardous materials occurring on and near the project site. The Phase I Assessment methodology includes a project site survey, visual observation, interviews regarding current property usage and conditions, review of historical information (historic records sources, historic aerial photographs and topographic maps, historic

[334] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

[335] Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

[336] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

city directories, and property tax files), and review of regulatory agency databases and files pertaining to the project site and surrounding uses. The Phase I ESAs were also reviewed for the presence of underground storage tanks, PCB-containing transformers, and potential vapor encroachment.

Groundwater and Soils Investigations

The project site is currently included in the San Fernando Valley Groundwater Basin Superfund Site. As a result, environmental investigations and various remedial activities have taken place at the former Plant B6, PAC, and Aviall parking sites. The RWQCB mandated a WIP associated with the Superfund Site which identified USTs and other subsurface features. As a result, remedial activities were performed, including UST removal and closures, and demolition of subsurface features of concern at all three sites. Additionally, groundwater monitoring and soil investigations have been conducted at the sites over the years.

Former Lockheed B6 Plant Property

As stated above, the project site contained at least 35 underground features, including USTs, sumps, and clarifiers. A number of AOCs were identified and investigated on site, including USTs, ASTs, sumps, clarifiers, surface stains, process lines, degreasers, trenches and floor drains, and chemical storage and handling areas. These AOCs were subsequently investigated, impacted soils remediated, and USTs and underground features removed. Based on these investigations, the RWQCB issued No Further Action (NFA) closure letters for portions of the Plant B6 site, identifying locations in which soils are either not a threat to groundwater quality or do not require further remediation.[337]

In 1998, a geophysical survey was conducted to determine if all of the underground features were removed. Based on the results, no anomalies indicative of a UST was discovered, it appears that all underground features were removed. However, as described above, asbestos-containing Transite piping is reportedly located beneath the project site.[338] The extent of this piping is unknown.

Residual contaminants were left in place in some areas of the project site in the early 1990s. These contaminants were evaluated by regulatory agencies based on the likelihood of migration to groundwater. In the mid-2000s, regulatory agencies began looking at these contaminants for the protection of groundwater and human health. Contaminant concentrations were reviewed for potential hazard impacts.

In 2014, a soils investigation was performed to evaluate on- and off-site AOCs which showed low concentrations of hexavalent chromium. Based on this information, the LARWQCB concluded that there was a low likelihood that the project site had contributed to the chromium issue, and the case is still considered open with the LARWQCB.339 Recent soil gas investigations at the B6

[337] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

[338] Ibid.

[339] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

Plant site of the project resulted in no detectable to low concentrations of VOCs.[340] These documents were reviewed for potential hazard impacts.

Groundwater investigations at the project site have shown elevated concentrations of PCE, TCE, and hexavalent chromium.[341] Currently there are three groundwater monitoring wells located on site. Contaminant concentrations were reviewed for potential hazard impacts.

Former Pacific Airmotive Corporation Property

The PAC site was used as a jet engine test cell facility which tested aircraft engines. There were five test cells for operation, testing, and diagnosis. The engines were fueled by underground pipelines leading from a number of USTs used to store aviation gasoline and jet fuel. Operations included the use of clarifiers, sumps, and fuel pumps. In 2013, a Phase I ESA was conducted which provide a list of possible environmental concerns. Subsequently, a soil and gas investigation was conducted which resulted in little to no remaining contamination at the project site except for PCEs discovered in soil gas which slightly exceed regulatory levels.[342] Contaminant concentrations were reviewed for potential hazard impacts.

Groundwater investigations at the project site have shown elevated concentrations of PCE, TCE, hexavalent chromium, and 1,4-dioxane.[343] As part of the groundwater monitoring activities associated with the Cleanup and Abatement Order, a number of monitoring wells were installed at the PAC facility. Three monitoring wells, designated MW-1 through MW-3 are located on the project site. Monitoring wells MW-1 and MW-2 have been dry since 1991. Laboratory results from MW-3 have shown concentration of chlorinated solvents exceeding drinking water standards.[344] Based on the lack of chlorinated solvents discovered on site in discrete soil samples and the relatively low concentrations discovered in groundwater, there is low likelihood that the project site has significantly contributed to regional groundwater issues. The portion of the PAC site that is inside the project site is associated with a much more contaminated property located approximately 350 feet southeast of the project site (i.e. the Main Facility). Due to the ongoing soil remediation and groundwater monitoring associated with the Main Facility, regulatory closure for soil and/or groundwater has not been obtained for the PAC site. Contaminant concentrations were reviewed for potential hazard impacts.

Former Aviall Parking Lot Property

As discussed above, the Aviall site was not known to have contained manufacturing operations but has been used primarily as a parking lot. Groundwater investigations completed in the project site vicinity have shown elevated levels of PCE, TCE, and hexavalent chromium.[345] Recent soil

[340] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

[341] Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

[342] Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

[343] Ibid.

[344] Ibid.

[345] Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

gas investigations in the vicinity of the project site (i.e., Lockheed B6 Plant) resulted in no detectable to low concentrations of VOCs. Contaminant concentrations were reviewed for potential hazard impacts.

Conceptual Exposure Model

Sensitive receptors (i.e., workers and visitors) at the project site may have the potential to be exposed to contaminated soils and water during long-term operational activities. Assessment of potential health risk impacts due to groundwater and soil contamination was performed qualitatively through a Conceptual Exposure Model (CEM).

The CEM provides the basis for a comprehensive evaluation of risks to human health by identifying the mechanisms through which receptors may be exposed to contaminated soil and groundwater. The CEM traces the pollutants from their sources through release mechanisms and exposure routes to the potentially affected receptors. An exposure pathway consists of three related components: (1) a source of pollutants (often with a release mechanism specified); (2) a receptor; and (3) a route of exposure of the receptor to released pollutants. Sources of pollutants include excavation of soils and extraction of groundwater during construction (short-term) and potential vapor intrusion during operational (long-term) activities. Pathways of possible human exposure are termed “complete” exposure pathways.

Compliance with FAA Regulations and Local Plans

In determining the level of significance, the analysis assumes that construction and operation of the project would be in compliance with relevant Federal, State and local laws and regulations pertaining to the use, storage, and disposal of hazardous materials. Impacts regarding potential aircraft bird strike and high-rise building effects on air operations were based on review of FAA regulations.

The methodology for evaluating whether the project would impair implementation or physically interfere with an adopted emergency response plan or emergency evaluation plan included an analysis of project consistency with the applicable goals, policies, and actions of the *General Plan* Safety Element and the Los Angeles County Airport Land Use Plan.

4.7.5 Impact Analysis

Project Design Features

The following Project Design Features would result in a reduction in hazards for the project.

> **PDF HAZ-1:** The Developer shall implement fugitive dust control measures consistent with SCAQMD rules and regulations. The dust control measures would consist of various elements including: proper maintenance and watering of internal haul roads; water spraying of soil excavated and placed for cover or soil reconsolidation; applying water on intermediate soil cover areas; and seeding/planting vegetation on the completed protective cap. Water used for this purpose would most likely be recycled water. Other approved fugitive dust control measures could be used, such as Soil-Sement or foam. This project design feature is consistent with SCAQMD Rule 403 requirements.

PDF HAZ-2: The Developer shall comply with applicable SCAQMD rules that govern the control of air pollutant emissions, including SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. This would include the following:

Submit a Mitigation Plan to minimize VOC emissions during excavation, grading, handling and treatment of VOC contaminated soil in accordance with Attachment A of SCAQMD Rule 1166, and obtain approval from the SCAQMD. A copy of the approved plan must be on site during the entire excavation period. The plan specifies what to do if contaminated soils are encountered. If vapors are encountered during excavation, then soils would be monitored for VOC contaminated soils by recording concentrations every 15 minutes. If contaminated, soils would be segregated from non-contaminated soils. Contaminated soils would be sprayed with water and/or approved vapor suppressant and covered with plastic sheeting for all periods of inactivity lasting more than an hour. Daily inspections of contaminated soil would occur until soils are treated or removed. If treating soil on site, a permit to construct and operate the treatment equipment would be obtained. Treatment options could include; an underground VOC collection and disposal system prior to excavation, or a collection and disposal of the VOC from the excavated soil using approved equipment. If transporting the soil off-site for disposal, trucks must be tarped and the exterior of the truck, trailer and tires would be cleaned prior to the truck leaving the project site.

Monitor for the presence of VOCs and implement the approved mitigation plan when VOC-contaminated soil, as defined in Rule 1166, is detected.

If required, obtain a SCAQMD Permit for project activities, and provide a copy of said Permit to the DTSC.

PDF HAZ-3: Health and Safety Plan. The project applicant will prepare a Health and Safety Plan which will include, at a minimum, "identification/description of the following: project site description and features; project site map; project site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan." Construction workers would be properly trained for and prepared to deal with these hazardous materials and wastes. If an accidental release (spill) occurs, the lead agencies with jurisdiction would be notified and immediate actions to ensure the health and safety of the public and workers and to protect the environment would be taken. The project site-specific Health and Safety Plan incorporates OSHA and CalOSHA regulations, as well as FAA and airport health and safety requirements. This plan will be provided to the City as part of the documents prior to issuance of building permits.

PDF HYDRO-2: Soil Management Plan. The project site was investigated for potential groundwater and soil contamination under the WIP as part of the San Fernando Valley Groundwater Basin Superfund Site. The project site lies within the Burbank Operable Unit. As a result of past uses, there is a potential that construction activities could uncover previously contaminated soils. Thus, the project applicant has already developed a Soil Management Plan (SMP) which outlines the framework for soils assessment, remediation, and removal, and confirmation actions to be undertaken if contaminated soils are encountered during construction activities. This plan will be provided to the City as part of the documents prior to issuance of building permits.

As grading, excavation, and trenching are performed, exposed soil would be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil would be analyzed to identify and characterize the impact and determine if soil remediation is required. Based on visual monitoring, "grab" soil samples would be collected at selected locations for headspace screening for volatile organic compounds using a calibrated Photoionization Detector (PID). Headspace PID readings that are elevated above those of non-impacted grab soil samples would be considered potentially contaminated. Soil impacted by highly elevated concentrations of hexavalent chromium and/or total chromium may appear to be stained a yellow color, dissimilar to surrounding non-impacted soil. At a minimum, at least one soil sample would be collected for chemical analysis at or near the center of the suspected impact, ideally representative of the "worst case" condition. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new impact has been identified it would be characterized to assess its lateral and vertical extent. Likely excavation of impacted soil would be followed by segregated stockpiling or direct-loading, waste profiling, and off-site disposal or recycling which would be performed in accordance with applicable Federal, State, and local regulations. Compliance with the SMP would be protective of water quality and would reduce potentially significant impacts to a less-than-significant level.

Project Impacts

Routine Use

Impact 4.7-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less-than-Significant Impact with Mitigation)

Construction

Groundwater Monitoring Wells

As mentioned above, the project site contains nine groundwater monitoring wells as part of the WIP. Based on the proposed redevelopment plans, these wells will need to be abandoned or protected prior to grading activities. Following project site redevelopment, some of these wells may need to be relocated. The project applicant is in the process of negotiating with Lockheed to complete these tasks.[346] Because these wells are part of a regional Superfund Site, modifications due to redevelopment activities need to be authorized by the EPA. Typically, the well owner/operator would obtain EPA approval. Any abandonment, protection or relocation of the monitoring wells would be done in accordance with applicable regulatory requirements. Compliance with regulatory requirements would ensure that impacts would be less than significant.

Asbestos-Containing Materials

As mentioned above, there is the potential that asbestos-containing Transite piping could be located beneath the project site; the extent of which is unknown.[347] During demolition activities, workers may encounter the Transite piping which could result in a potential health hazard. The

346 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.
347 Ibid.

asbestos-containing Transite piping would be removed in accordance with DTSC regulations. Therefore, impacts would be less than significant.

Hazardous Materials

Construction of the project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. All potentially hazardous construction materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less-than-significant levels through compliance with these standards and regulations.

Groundwater and Soil

Former Lockheed B6 Plant Property

Numerous soil investigations have been conducted at the project site over the years. Past investigations were performed on AOCs A, B, C, I, J, K, and L, all part of the former Lockheed B6 Plant Property. AOC K is the former PAC property. Based on these investigations, NFA letters were issued by the RWQCB in 1996 for each AOC, except for AOC K, which is pending agency review based on recent completion of off-site corrective action.[348]

In January 2016, a soil gas survey was conducted at the project site, in areas of proposed buildings, to determine if elevated concentrations of VOCs were present in soil gas based on human health criteria to assess whether a vapor intrusion issue might be present. The results indicated that no "hot spots" indicative of on-site release were noted. With the exception of one sample, results indicated no detectable to low concentrations of VOCs, well below regulatory screening levels. One sample indicated concentrations of PCE slightly exceeding regulatory guidelines.[349] To further assess individual and cumulative concentrations, a human health risk assessment (HHRA) was completed. Based on the HHRA results, the residual VOCs would not pose a potential unacceptable human health risk to future commercial/industrial occupants of the property, resulting in less-than-significant impacts.[350]

Former Pacific Airmotive Corporation Property

Various investigations have been completed at the PAC property since 1984, primarily with the removal of up to 14 USTs. Residual UST concentrations included low concentrations of TPH and methyl tertiary butyl ether (MTBE). Additional soil investigations and remediation via excavation was completed as a result of a jet fuel spill. Results of impacted soil remaining after remediation included concentrations of approximately 10,000 milligrams per kilogram (mg/kg) of total petroleum hydrocarbons as jet fuel (TPHj) at the base of the excavated area to 4,000 mg/kg at a depth of approximately 74 feet bgs in a soil boring. Jet fuel was not detected in soil samples collected at depths of 79 and 83 feet bgs. The excavations were subsequently backfilled with

348 Ibid.
349 Ibid.
350 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.

clean soil and resurfaced. Jet fuel and aviation gasoline have not been detected in groundwater samples at the property.[351]

A Phase I ESA was completed in 2013, which identified a list of possible environmental concerns and determined whether data gaps existed. A soil and gas investigation to fill in data gaps was conducted. With the exception of PCE discovered in soil gas samples, little to no remaining contamination exists throughout the project site. Based on this information, there is a low likelihood that the residual soil contamination would pose a significant risk to groundwater or be considered a possible unacceptable human health risk through dermal exposure. The PCE detected in soil gas samples only slightly exceeds regulatory guidelines using human health criteria for industrial/commercial land use. This property has not received a closure letter from the LARWQCB because it is part of the Main Facility located east of the project site and ongoing soil remediation is being completed on that property.[352]).

To further assess project site conditions, another soil gas survey and vapor intrusion evaluation was conducted in July 2015 in areas not previously investigated in 2013. An HHRA was completed using soil gas data collected in 2013 and 2015. Based on the HHRA results, VOC concentrations detected at the project site would not pose an unacceptable risk to future occupants of a commercial/industrial building from vapor intrusion.[353]

Former Aviall Parking Lot Property

As discussed earlier, there has been no indication of manufacturing activities or chemical uses on this property. Based on the information presented in the Phase I ESA for this project site,[354] there is a low likelihood of residual VOCs in soil gas that would pose a possible unacceptable human health risk. However, a limited soil gas survey was conducted as a screening to assess whether "hot spots" indicative of an on-site release were present and to verify that no unacceptable human health risk was present. Laboratory results indicated no detectable to low concentrations of VOCs, with no "hot spots" indicative of an on-site release of possible unacceptable human health risk.[355]

Impacts

As stated above, the project site is located within the Burbank Operable Unit of the San Fernando Valley Superfund Site which is contaminated with VOCs such as PCE and TCE. As part of the Phase I ESAs for the project site, additional soil gas investigations were recommended and performed, as discussed above. Results indicated that one sample on the B6 Plant property slightly exceed regulatory guidelines. The rest of the samples were well below regulatory screening levels.[356] Results of samples collected at the PAC property showed that PCE detected

351 Ibid.
352 Ibid.
353 Ibid.
354 Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.
355 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.
356 Ibid.

in soil gas samples only slightly exceeds regulatory guidelines when detected.[357] Laboratory results of soil gas samples indicated no detectable to low concentrations of VOCs at the Aviall property site.[358] Based on the VOC concentrations detected in soil gas samples at the project site, soils likely would not be contaminated in excess of the VOC field screening criteria. Nonetheless, in the event that VOC-contaminated soil is encountered during project excavation, activities would be carried out in accordance with SCAQMD Rule 1166. Based on the results of the soils investigation, soil vapors that may be encountered by workers during construction would be below the action levels and would not pose a threat to workers. Therefore, impacts from soil vapor exposure would be less than significant.

Construction workers may potentially be exposed to contaminated soil during soil handling activities including excavation, grading, and paving activities at the project site. However, ground-disturbing activities would be conducted in accordance with applicable Federal, State and local regulations. Best Management Practices (BMPs) will also be used during excavation activities in order to prevent exposure to soil contaminants including hexavalent chromium. Included in these BMPs will be the requirement to only use driven piling without pre-drilling for foundations that are deeper than 20 feet, to avoid bring contaminated soils to the surface. A project site-specific Health and Safety Plan, PDF HAZ-3, that incorporates OSHA and CalOSHA regulations, as well as FAA and airport health and safety requirements, will be implemented in order to minimize the risk of injury to site workers. Additionally, the project applicant has prepared a SMP, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal, and disposal actions in accordance with applicable regulations. In the event that project-related excavation unexpectedly encounters VOC-contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that construction would not result in an unauthorized release of potential hazardous contaminants in soil through the use or transport of these materials that would create a hazard to the public or the environment. In the absence of any other known hazardous materials within the existing soil as well as with other existing regulatory requirements described above, no significant impacts related to hazards and hazardous materials would occur.

The project is being built over an area that is included in the San Fernando Valley Groundwater Basin Superfund Site which contains VOCs, namely TCE, PCE, hexavalent chromium, and 1,4-dioxane. Groundwater investigations completed at the project site have shown elevated concentrations of PCE, TCE, total chromium, and hexavalent chromium. Groundwater has been measured at a depth of approximately 220 feet bgs and flows in a southeasterly direction below the project site. Based on these depths, construction of the project would not encounter contaminated groundwater. As discussed in **Section 4.8**, construction dewatering is not anticipated to be required. But if dewatering is needed, the project would apply for coverage under the National Pollution Discharge Elimination System Permit and adhere to monitoring requirements set forth by the RWQCB. If dewatering is required, groundwater that was found to

[357] Ibid.
[358] Ibid.

be contaminated would be properly treated prior to being discharged in accordance with the NPDES permit. Uncontaminated groundwater may be treated and pumped to the storm drain system or used for on-site dust control purposes. Compliance with regulatory requirements would ensure that dewatering during construction would not expose workers or off-site sensitive populations to substantial risk resulting from the project's handling of impacted groundwater. Therefore, impacts associated with encountering contaminated groundwater would be less than significant.

During excavation and demolition activities, workers have to potential to encounter USTs which were not removed previously. As discussed above, all known underground storage tanks, sumps and clarifiers have been removed from the project site or abandoned in place. Thus, it is not expected that construction activities will encounter any abandoned in place USTs, however, if they do, they will be removed. Since they have already been properly abandoned there will be no impacts associated with removal. Therefore, the project would result in a less-than-significant impact with regard to USTs.

Operations

Project operation would include typical industrial, commercial retail, hotel, and office uses and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides and pesticides, solvents, and lubricants. Large quantities of these materials are not expected to be stored on site. Storage of hazardous materials are regulated by applicable Federal, State, and local regulations. Maintenance activities that would occur as part of the project would not result in impacts to current groundwater remediation efforts in the vicinity. Compliance with these requirements would serve to minimize health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts associated with the project related to use, transport, storage, or disposal of hazardous materials would be less than significant.

Mitigation Measures

MM HAZ-1: During construction, if encountered, the project applicant shall remove Transite pipe containing asbestos in full compliance with SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor. All asbestos-containing material (ACM) would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.

MM HAZ -2: During construction, the project applicant will ensure that prior to leaving the project site, each haul truck, and other delivery truck that comes in contact with project waste, are inspected and put through procedures, as necessary, to remove loose debris from tire wells and on the truck exterior. Haul truck operators (drivers) are required to have the proper training and registration by the State and as applicable to the material they would be hauling. Trucks transporting hazardous waste are required to maintain a hazardous waste manifest that describes the content of the materials.

Significance after Mitigation: Less than Significant.

Accident Conditions

Impact 4.7-2: The project would not 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. (Less-than-Significant Impact with Mitigation)

The project would not 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 through compliance with applicable regulatory requirements and Mitigation Measure MM HAZ-3, City approved haul routes. Therefore, impacts associated with upset and accident conditions involving the release of hazardous materials would be less than significant.

Construction

Construction of the project would involve hazardous material typical to construction, including gasoline, motor oils, paints, solvents, and other miscellaneous materials (e.g., engine oil, etc.). All potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any risk associated with transport, use, or disposal of these materials would be minimized to less-than-significant levels through compliance with these standards and regulations. The handling of any hazardous materials, substances and wastes during construction would be controlled through regulatory requirements and the Health and Safety Plan, PDF HAZ-3, to avoid any significant hazards to the public or the environment. Therefore, construction impacts related to transportation, use, or disposal of hazardous materials would be less than significant.

Heavy-duty equipment, such as excavators and dump trucks, do contain hazardous materials such as diesel fuel. Diesel fuel may be delivered in bulk, stored on site in aboveground storage tanks or brought on site by a mobile refueler, and dispensed as needed into individual pieces of equipment. A mobile maintenance vendor may be called on site for routine maintenance, but equipment would be taken off-site if significant maintenance or repair were required. The drivers/operators of the bulk delivery trucks or mobile refuelers are trained and equipped to respond to a fuel spill, should one occur. Operators of heavy-duty equipment are trained to remain alert and nearby during fueling of equipment, and spills, should they occur, should not reach the off-site environment. Failure of the AST is possible. However, with controls, such as secondary containment, even a complete de-inventory of the diesel fuel from the AST is not expected to reach the off-site environment. Any spill of diesel fuel upon the project site would be remediated and treated in accordance with applicable regulations. Therefore, an accidental release scenario involving the spill of fuel from a mobile refueler or from the AST does not warrant further evaluation. The project site-specific health and safety plan, PDF HAZ-3, would include measures to appropriately handle an on-site accidental release of fuel or other material from the equipment, resulting in a less-than-significant impact to accident or upset conditions.

As discussed previously, excavation and grading of soils would be performed in compliance with BMPs and regulatory requirements. Based on numerous investigations for the project site, NFA

letters issued by the RWQCB for the project site and adjacent properties, it is unlikely that excavation and grading activities would encounter contaminated soil. Soil is not expected to be transported off site during project construction. However, if soil containing potential contaminants is transferred off site, it will be done in accordance with all applicable rules and regulations and by licensed hauling companies. In the event that an accident occurs and soil is released, drivers of waste hauling trucks are required to be trained to respond to and contain releases, and appropriate controls are in place. Therefore, short-term impacts related to accident or upset conditions would be less than significant with implementation of mitigation measure MM HAZ-3.

Operation

Project operation would include typical industrial, commercial retail, hotel, and office uses and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides, solvents, and lubricants. Large quantities of these materials are not expected to be stored on site. Storage of hazardous materials are regulated by applicable Federal, State, and local regulations. Compliance with these requirements would serve to minimize health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials. Therefore, operational impacts associated with the project related use, transport, storage, or disposal of hazardous materials would be less than significant.

Mitigation Measures

> **MM HAZ-3**: The project applicant shall identify truck haul routes for the potential transportation of contaminated soils from the project site and get City approval for routes prior to beginning of construction. The project contractor shall be responsible for enforcing the use of approved truck haul routes if contaminated soil is transported from the project site.

Significance after Mitigation: Less than Significant.

Hazardous Materials Site Listing

Impact 4.7-3: The project would 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, could create a significant hazard to the public or the environment. (Less-than-Significant Impact)

The project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 but would not create a significant hazard to the public or the environment. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant.

Construction

As discussed above, the project would be constructed on a site that is included on the Cortese List pursuant to Government Code Section 65962.5 as Lockheed Plant B-6, Pacific Airmotive Corporation, and Aviall Parking Lot. Construction workers may potentially be exposed during soil handling activities including excavation, grading and paving activities at the project site. However, ground-disturbing activities would be conducted in accordance with applicable Federal, State and local regulations. Numerous soils investigations have been conducted at the project site, as described above. Based on these investigations, there is a low likelihood that the residual soil contamination would pose a significant risk to groundwater or be considered a possible unacceptable human health risk through dermal exposure.[359] A project site-specific Health and Safety Plan, PDF HAZ-3, that incorporates OSHA and CalOSHA regulations, as well as FAA and airport health and safety requirements, will be implemented in order to minimize the risk of injury to project site workers. Additionally, the project applicant has prepared a SMP, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. In the event that project-related excavation unexpectedly encounters VOC-contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166. Compliance with PDF HAZ-3, PDF HYDRO-2, and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant.

Operation

A conceptual exposure model was prepared to assess impacts on workers during operational (long-term) activities. The CEM identifies the potential sources of exposure (soil and groundwater), and the potential pathway to human exposure. Potential pathways include ingestion of contaminated groundwater, inhalation of volatiles from sub-surface volatilization of contaminants, and inhalation or direct dermal contact with contaminated soil.

Direct exposure (ingestion) to chemicals in groundwater was considered an incomplete pathway, meaning that the exposure path from the source to the human was not complete, and was not further evaluated because groundwater in the area is not being used as a potable or municipal water source, nor is future use planned. Thus, the drinking water potential exposure pathway is incomplete because there is no current or anticipated future exposure to groundwater through ingestion. In addition, groundwater levels are around 220 feet bgs and long-term operational activities would not likely reach this depth. The RWQCB has also issued NFA letters for wells located adjacent to the project site, indicating that groundwater would not pose a threat to human health.

Exposure due to volatilization of sub-surface contaminants is also an incomplete pathway. Extensive soil testing performed at the project site indicated that VOC concentrations are well

[359] Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.

below field screening criteria.[360] As VOC concentrations are below the screening threshold, the potential to expose sensitive receptors to VOCs is not likely. Therefore, this pathway is considered incomplete and no further analysis is necessary.

With regard to exposure due to inhalation or dermal contact with soil, as discussed above, the project site has had numerous soils investigations. Based on results of these investigations, no "hot spots" indicative of an on-site release was noted at the B6 Plant property or the Aviall property. One sample, at the B6 Plant property indicated concentrations of PCE slightly exceeded regulatory guidelines. A HHRA was completed to assess the potential human health risk to future occupants of the property, using the January 2016 soil gas survey results. Based on the results, the residual VOCs would not pose a potential unacceptable human health risk for the B6 Plant property.[361]

As discussed above, the former PAC property had a jet fuel spill, which was remediated via excavation, and subsequently backfilled with clean soil and resurfaced. Soil sampling at the former PAC site, detected PCE slightly above regulatory guidelines in some samples. A HHRA was completed using soil gas data collected during the 2013 and 2015 investigations at the former PAC site. Based on the HHRA results, the VOC concentrations detected at the property would not pose an unacceptable risk to future occupants via vapor intrusion.[362]

No evidence of manufacturing or chemical uses were noted for the former Aviall property. Results of soil gas investigations at the property indicate that soils had no detectable to low concentrations of VOCs. Additionally, there was no evidence indicative of an on-site release. Based on these findings, it is unlikely that the project site would pose an unacceptable human health risks to future occupants.[363]

Long-term operation of the project would not likely expose sensitive receptors to soil contamination as evidenced by the soil investigations and HHRAs performed for the project site. Maintenance activities would not disturb soils to a depth that soil contamination would be expected. Previous soil cleanup efforts at the project site would also minimize the possibility of exposure to workers or occupants. Additionally, the project applicant has prepared a SMP, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. In the event that project-related excavation unexpectedly encounters VOC-contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant. As the CEM demonstrates, all exposure pathways are incomplete, meaning

360 Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.
361 Ibid.
362 Ibid.
363 Ibid.

there is not a direct connection from the contamination to human exposure, therefore, impacts to on-site workers would be less than significant.

Mitigation Measures

None required.

Airport Hazards

Impact 4.7-4: The project would be 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, and result in a safety hazard for people residing or working in the project area. (Less-than-Significant Impact)

Although the project would be located within an airport land use plan and is within 2 miles of a public airport, it would not result in a safety hazard for people residing or working in the project area. Compliance with FAA regulations would ensure the safety of people residing or working in the project area. Therefore, impacts associated with the project's location in an airport land use plan would be less than significant.

Construction

As described above, the project is located next to the Hollywood-Burbank Airport, and will be located adjacent to the Bob Hope Replacement Terminal. The west and southwest portion of the project site is located within the Burbank Airport Planning Boundary and Airport Influence Area. The planning boundaries delineate areas subject to safety hazard such as height restrictions and runway protection zones (RPZ). All construction activities that would interfere with the airfield would require filing Form 7460-1, Notice of Proposed Construction or Alteration with the FAA and approval from the FAA prior to construction. The project applicant has filed Form 7460-1 for the construction of buildings located within these zones and has received FAA approval with a Determination of No Hazard to Air Navigation. With FAA approval, construction impacts related to airport obstruction hazards would be less than significant.

Construction debris and materials would be composed of dirt, concrete, and other materials and would not be a large bird attractant. In addition, food waste from construction workers would be disposed of in sealed containers so as not to attract birds. Therefore, construction impacts related to wildlife hazards would be less than significant.

Construction lighting, glare, and reflection would be properly managed to ensure impacts to aircraft would not occur. Construction lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. Materials on the project site during construction would not create reflective hazards. Therefore, construction impacts related to lighting and glare hazards would be less than significant.

Operations

Operation hazards would be created if a project were to construct an object high enough to interfere with a flight path, cause distracting light or glare that could interfere with a pilot's ability to control the flight of the aircraft, or create an attraction to wildlife, especially birds, that would pose hazards to aircraft all of which could result in risks of death or injury to people in the airplane or on the ground. Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations. The FAA requires that Form 7460-1, Notice of Proposed Construction or Alteration be filed with the FAA regional office prior to construction for buildings that are 200 feet or greater in height from the grading terrain. In addition, generally any structure that exceeds an overall height of 200 feet AGL should be marked and/or lighted. However, the determination is made by FAA and depends on terrain features, weather patterns, geographic location, number of structures, and overall design layout. The project applicant has filed Form 7460-1 for the construction of buildings located within the area of influence and has received FAA approval with a Determination of No Hazard to Air Navigation. The proposed buildings within the project site do not exceed obstruction standards per the FAA. Additionally, the FAA found that special marking and lighting are not required for any buildings within the project site. Thus, the proposed project, (including a six-story hotel) is compatible with existing airspace protection policies and would not result in a significant impact.

The project would comply with applicable BMPs specified in Advisory Circular No: 150/5200-33B which provides specific guidance on wildlife hazards. Adhering to these guidelines will reduce the potential for wildlife to be attracted to the project site, which reduces the chance for wildlife hazards; particularly creating bird strike hazards. In addition, facilities that could generate smoke or electrical interference are discouraged. Operation of the proposed project would not include water features, open waste areas, or any other uses that would not create any bird strike or wildlife hazards, or sources of smoke or electrical interference, which could also negatively impact aircraft operations and movement. Therefore, the proposed project is compatible with existing safety Policies S-5 and S-6 of the Los Angeles County CLUP. Additionally, while the Airport does not provide any specific delineated safety zones, the areas of the project site located within the AIA for Hollywood-Burbank Airport contain industrial uses and parking spaces of a lower intensity, and it is anticipated that these uses would not generate large concentrations of people. As a result, compliance with FAA guidelines would result in hazard impacts associated with operations to a less-than-significant impact.

The project would not result in any distracting light or glare that could interfere with a pilot's ability to fly as it will comply with all FAA regulations and guidelines. Reflective or mirroring building materials are not allowed as primary building materials and their use on buildings would be minimal. Therefore, operational impacts related to lighting and glare hazards would be less than significant.

A portion of the project site would be located and develop within the AIA for the Airport, and a very small portion of the site would be in the 2017 65 CNEL contour, which suggests avoiding educational facilities and exercising caution for residential and commercial uses. However, the proposed project would only contain industrial uses and parking spaces within the 2017 65 CNEL

contour and the Hollywood Burbank Airport AIA, which is a compatible use within the 2017 65 CNEL contour and features no restrictions. Thus, the proposed project is compatible with existing noise policies and impacts would be less than significant.

Regarding overflight, which is largely based on noise and flight tracks at the Airport, the project site is an area immediately adjacent to one of the Airport runways and would generally not be subject to direct overflights. Thus, any overflight impacts would be minimal, and the proposed project is compatible with existing overflight policies, resulting in a less than significant impact.

Mitigation Measures

None required.

Emergency Plans

Impact 4.7-5: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less-than-Significant Impact)

The project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts relating to interference with an adopted emergency response or evacuation plan would be less than significant.

Construction

A lack of adequate access could impair the implementation of adopted emergency response plans by impeding the movement of emergency vehicles. During construction activities, lanes may be closed in order to facilitate utility tie-ins on Hollywood Way, and off-site construction required within the City right-of-way. However, if lane closures are needed for construction activities, it would be done in accordance with City of Burbank permits and requirements. During construction, roadway access would be maintained by construction detours and diversions which would minimize disruptions to traffic flow and emergency vehicle access. Construction activities may require temporary street closures for storm drain improvements along Hollywood Way. However, these would occur at night and most likely one lane will be kept open in both directions for access by emergency vehicles. These activities would also not interfere with or block evacuation routes specified in the General Plan Safety Element. Therefore, impacts relating to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

A portion of the project site fronts North San Fernando Boulevard, which is designated as a local evacuation route in the General Plan Safety Element. Operation of the project would not require activities that would interfere with the evacuation route

Safety hazards associated with project next to an airport are generally related to construction of tall structures that could interfere with airplane flight paths, or with increasing the number of

people working or residing in areas subject to crash hazards. The Bob Hope Airport Emergency Plan establishes actions that responsible agencies should take to respond promptly to emergencies, minimizing the possibility and extent of personal injury and property damage around the Airport. The Los Angeles County Airport Land Use Commission has adopted an AIA for the Hollywood-Burbank Airport. The AIA is the area in which noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses. The west and southwest portion of the project site is located in the Airport Influence Area. The Los Angeles County Fire Department (LACFD) Health Hazardous Materials Division is the Certified Unified Program Agency (CUPA) for the City of Burbank, with the Burbank Fire Department authorized as a participating agency. The LACFD and the Burbank Fire Department work together to implement the City's Multi Hazard Functional Plan that addresses Burbank's planned response to emergencies. The project would comply with the Burbank 2035 Safety Elements Policy 1.1 which requires regular updates of all disaster preparedness and emergency response plans and Policy 1.2 which requires coordination of disaster preparedness and emergency response with appropriate agencies, including the Burbank Police Department, Burbank Fire Department, and Burbank-Glendale-Pasadena Airport Authority.

The Burbank Fire Department will ensure that Safety Element Policies 1.1 and 1.2 of the Burbank 2035 General Plan are implemented and updated as a result of the project. The project would not interfere with emergency access or evacuation routes. Therefore, impacts during operation relating to interference with an adopted emergency response or evacuation plan would be less than significant.

Mitigation Measures

None required.

4.7.6 Cumulative Impact Analysis

The other projects in the vicinity of the Airport are presented in **Section 4.0,** *Environmental Analysis*. The cumulative context for hazards and hazardous materials is generally project site-specific rather than regional. All developments under construction in the project vicinity would routinely use, transport and dispose of hazardous materials which could expose workers or the public to hazardous materials through either routine use or accidental release. In addition, workers could be exposed to contaminated soil and/or groundwater during excavation and grading activities. Existing Federal, State and local regulations regarding the storage and handling of hazardous wastes; including, but not limited to, ACM, contaminated soil or groundwater, gasolines, fuels, lubricating oils, pesticides, etc., cleanup and remediation of leaking contaminants, hazardous wastes, and hazardous substances limit the public health and safety impacts from the accidental release of and exposure to hazardous substances. Compliance with existing Federal, State, regional, and local regulations would reduce risks of accidents associated with the transport, use, or disposal of hazardous materials from the project and other related projects to a less-than-significant cumulative impact. If project construction would require temporary street closures or traffic diversions, the project applicants would have to file permits

with the City for approval. The permit process would ensure that traffic and emergency vehicles would still have access. Compliance with City permits would ensure that construction of projects would not interfere with adopted emergency response or evacuation plans and cumulative impacts would be less than significant.

Operations

Related projects in the vicinity of this project are presented in Section 4.0, *Introduction to the Environmental Analysis*. The cumulative context for hazards and hazardous materials is generally project site-specific rather than regional. All developments in the project vicinity would routinely use, transport and dispose of hazardous materials which could expose workers or the public to hazardous materials through either routine use or accidental release. This project and related projects would be required to work with the CUPA to implement the City's Multi-Hazard Functional Plan to respond to emergencies that could potentially occur on site. The *General Plan* Safety Element requires projects to provide regular updates to of all disaster preparedness and emergency response plans per Policy 1.1 and requires coordination of disaster preparedness and emergency response with appropriate agencies, neighboring cities and the Burbank-Glendale-Pasadena Airport Authority per Policy 1.2. In addition, the related developments would have to ensure that emergency vehicle access and emergency evacuation routes are not restricted. Existing Federal, State and local regulations regarding the use, storage, and handling of hazardous wastes limit the public health and safety impacts from the accidental release of and exposure to hazardous substances. Preparation of emergency response plans and coordination with the City would ensure that emergency access and evacuation routes are not compromised. Therefore, compliance with existing Federal, State, regional, and local regulations would reduce risks of accidents associated with the transport, use, or disposal of hazardous materials and reduce interference with adopted emergency response or evacuation plans from operation of this project and other related projects to a less-than-significant cumulative impact.

Mitigation Measures

None required.

4.8 Hydrology and Water Quality

This section evaluates the potential for the proposed project to result in adverse impacts related to hydrology and water quality. The analysis is based on review of available hydraulic reports and maps of the project area and vicinity, including project site-specific investigations conducted for each of the four individual sites that comprise the proposed project, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section analyzes the potential for both project-level and cumulative environmental impacts.

Data used in this section includes information obtained from the hydrology studies prepared for the project site including *Low Impact Development Study* prepared by Thienes Engineering, October 2017 and *Preliminary Hydrology Calculations* prepared by Thienes Engineering, October 2017. Both studies are located in Appendix H.

4.8.1 Environmental Setting

The project is located in the western portion of the City of Burbank, at 3001 North Hollywood Way. The project site is bounded by North San Fernando Boulevard to the north and Winona Avenue to the south and abutting the future Hollywood-Burbank Airport replacement terminal site to the west, and North Hollywood Road to the east. The project site comprises approximately 61 acres and is relatively flat. The project site is graded and partially developed with surface parking lots which are used for vehicle storage and construction staging activity for various projects at the Airport.

Hydrology

As mentioned previously, the project site is graded and partially developed with surface parking lots. The project site is effectively impervious due to the existing paved parking lots, compaction of subgrade from the previously paved surface as well as compaction of soil from heavy equipment that regularly work in this area. As a result, the current non-paved, pervious surfaces of the project site are estimated to infiltrate very little, if any, stormwater runoff.

The project is located in the Los Angeles River Watershed. Currently, drainage at the project site is an open sheet flow system across the project site easterly toward existing catch basins near Hollywood way and Empire Street. The catch basins flow into the 60-inch Hollywood Way storm drain.[364] The Hollywood Way storm drain discharges into the Lockheed Channel which eventually discharges into the Burbank Western Channel.

There are an existing pump station and two catch basins at the end of North Kenwood Street. Off-site flow adjacent to North Kenwood Street drains to the catch basins and is conveyed northerly via the pump station and a force main to an off-site storm drain in Cohasset Street and, ultimately, to the same Hollywood Way 60-inch storm drain. This off-site flow does not currently enter the

[364] Thienes Engineering, Incorporated (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA, revised October 4, 2017a.

project site, but it will be tributary to the proposed public storm drain system traversing through the project site.

The total 50-year existing condition peak flow rate draining to the 60-inch Hollywood Way storm drain, from the project site plus off-site tributary areas, is approximately 214.5 cubic feet per second (cfs).[365] The total 50-year existing condition peak flow rate, from the project site only, is approximately 132.3 cfs.[366]

Water Quality

Existing stormwater flows over pavements and infield areas prior to entering the storm drain systems. There are no detention/retention facilities for any of the runoff in the project area and no treatment of stormwater runoff currently occurs on site. However, there are two existing catch basins at the end of North Kenwood Street and a pump station that conveys stormwater to an off-site storm drain in Cohasset Street.[367] Under Section 303(d) of the Clean Water Act (CWA), states, territories, and authorized tribes are required to develop a list of waters where required pollution controls are not sufficient to attain or maintain applicable water quality standards. The Lockheed Channel is not listed on the 303(d) list for any pollutants. However, the Burbank Western Channel, which the Lockheed Channel drains into, is 303(d) listed as impaired for pollutants including copper, cyanide, indicator bacteria, lead, selenium, and trash. The Los Angeles River reaches near the project site, which the Burbank Western Channel drains into, are identified as 303(d) listed as impaired for pollutants including ammonia, copper, lead, nutrients, coliform bacteria, and trash.

Total Maximum Daily Loads (TMDLs) are developed for contaminants in 303(d)-listed water bodies. The Los Angeles Regional Water Quality Control Board (RWQCB) has established a number of TMDLs for the Los Angeles River Watershed, including bacteria, metals, trash, and nutrients. Because the Lockheed Channel and the Burbank Western Channel are part of the Los Angeles River Watershed, runoff from the project site is subject to these TMDLs. Compliance with TMDLs can be achieved through an array of Best Management Practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES) permit. BMPs are categorized as end-of-pipe full capture structural controls, partial capture control systems, and institutional controls.

Due to the urban setting, stormwater runoff from the project site would be expected to contain pollutants commonly found in runoff from commercial and industrial sites including sediments, nutrients, trace metals, pathogens, petroleum hydrocarbons, pesticides, and trash and debris.

Floodplains

Floodplains are defined as an area of low-lying ground adjacent to a stream or river, stretching from the banks to the outer edges of the valley and subject to flooding. The Flood Insurance Rate

365 Thienes Engineering, Incorporated (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA, revised October 4, 2017a.
366 Ibid.
367 Ibid.

Map (FIRM) identifies flood hazards within a community. The FIRM panel that includes the project site indicates that project site is located entirely in Zone X, which is defined as an area that is outside the 500-year floodplain area.[368] As a result, it is not considered a sensitive area and no special considerations are required.

Groundwater

The project is located within the San Fernando Valley Groundwater Basin (Basin 4-12), which covers 226 square miles. The Basin has been designated by the U.S. Environmental Protection Agency (USEPA) as a Federal Superfund Site due to groundwater contamination associated with historical industrial land uses. The project lies within the Burbank Operable Unit, where a number of underground storage tank removals, soil clean ups, and soil investigations have been completed at the project site and adjacent properties over the years. The project site and adjacent properties were investigated as part of the RWQCB, Los Angeles Region Well Investigation Program.

Groundwater monitoring well data from the State Water Resources Control Board (SWRCB) GeoTracker website were reviewed for wells in the vicinity of project site. Additionally, Phase 1 Assessments which cover the project site were reviewed for groundwater monitoring well data. Monitoring well data from wells located on- and off site indicate a depth to groundwater from 220 to 249 feet below ground surface. Groundwater flows in a southeasterly direction below the site. Historic groundwater monitoring well data from the Los Angeles County Department of Public Works Historical Well Measurement Data website were reviewed for wells located on adjacent properties. Based on groundwater measurements from 1973 to 2015 in a well approximately 0.5 mile east of the project site, groundwater levels ranged from 168 to 227 feet below ground surface.

Burbank Water and Power (BWP) supplies water to the project site. The water supply for Burbank Water and Power comes from a combination of local groundwater, the Metropolitan Water District of Southern California and recycled water. Between 2011 and 2015, over half of BWP water supply has come from groundwater within the San Fernando Valley Groundwater Basin, the Basin has been adjudicated since 1979 (adjudication is multiple parties withdraw water from the same aquifer, groundwater pumpers can ask the court to adjudicate, or hear arguments for and against, to better define the rights that various entities have to use groundwater resources).

4.8.2 Regulatory Setting

Federal

Clean Water Act

The 1972 CWA is the primary Federal law that governs and authorizes the USEPA and the states to implement activities to control water quality.[369] Section 303 of the Clean Water Act requires states to adopt water quality standards approved by the USEPA for all surface waters of the United States including lakes, rivers, and coastal wetlands. It is based on the principle that all

[368] The 500-year floodplain area is defined as an area having a 0.2 percent of flooding in any one year.
[369] United States Code, Title 33, sec. 1251 et seq., 1972

discharges into the nation's waters are unlawful unless specifically authorized by a permit. Permit review is the CWA's primary regulatory tool. As defined by the CWA, water quality standards consist of the designated beneficial uses of the water body in question (e.g., wildlife habitat, agricultural supply, fishing etc.) and criteria that protect the designated uses. Water quality criteria are prescribed concentrations, or levels, of constituents—such as lead, suspended sediment, and fecal coliform bacteria—or narrative statements which represent the quality of water that support a particular use.

As part of the CWA, when monitoring data indicate that a concentration level for a pollutant has been exceeded, the receiving water is classified as impaired and placed on the CWA Section 303(d) List of Water Quality-Limited Segments Requiring Total Maximum Daily Loads (TMDLs), which is then developed for the pollutant(s) that caused the impairment. A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a "margin of safety"). The purpose of the TMDL is to limit the volume of pollutants discharged into the receiving water from all sources (i.e., stormwater runoff, wastewater, agriculture). The USEPA has delegated implementation and enforcement of the CWA in California to the State of California.

National Pollution Discharge Elimination System

The National Pollutant Discharge Elimination System was established per 1972 amendments to the Federal Water Pollution Control Act to control discharges of pollutants from point sources.[370] [371] The 1987 amendments to the CWA created a section devoted to stormwater permitting (Section 402[p]), with individual states designated for administration and enforcement of the provisions of the CWA and the NPDES permit program. The State Water Resources Control Board (SWRCB) issues both Construction General Permits and Individual Permits under this program including the NPDES Municipal Separate Storm Sewer System (MS4) Permit which is discussed further below in the Local Regulations section.

Projects that will disturb more than 1 acre of land during construction are required to file a Notice of Intent (NOI) with the SWRCB to be covered under the NPDES Construction General Permit for discharges of stormwater associated with construction activity. The project proponent must develop measures that are consistent with the Construction General Permit. Furthermore, a Stormwater Pollution Prevention Plan (SWPPP) must be developed and implemented for each site covered under the Construction General Permit. The SWPPP describes the Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and reduce potential impacts on surface water quality through the construction period. The SWPPP must contain the following:

- A visual monitoring program;
- A chemical monitoring program for nonvisible pollutants (to be implemented if a BMP failure occurs); and

[370] Point sources are discreet water conveyances such as pipes or man-made ditches.
[371] United States Code, Title 33, Section 402, 1972.

- A sediment monitoring plan if the site discharges directly to a water body on the 303(d) list for sediment.

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program, which is based on the minimal requirements for floodplain management and is designed to minimize flood damage within Special Flood Hazard Areas.[372] The Federal Emergency Management Agency (FEMA) is the agency that administers the National Flood Insurance Program. FEMA provides subsidized flood insurance to communities that comply with FEMA regulations that limit development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify areas of flood hazards within a community. Special Flood Hazard Areas are defined as areas that have a 1 percent chance of flooding within a given year, also referred to as the 100-year flood. The project site is located in Zone X, which is defined as an area that is outside the 500-year floodplain area as shown on the FIRM panel 1328F, dated September 26, 2008.

Federal Aviation Administration Advisory Circular 150/5200-33B

The Federal Aviation Administration (FAA) issued an Advisory Circular titled Hazardous Wildlife Attractants on or Near Airports, which provides guidance on certain land uses and development projects that have the potential to attract hazardous wildlife on or near public-use airports. The standards and practices contained within the Advisory Circular are recommended for public-use airport operators and are required for airports that have received Federal grant-in-aid assistance. Additionally, the standards, practices, and recommendations of the Advisory Circular comply with the wildlife hazard management requirements of the Airport Operating Certificates issued under Title 14, Code of Federal Regulations, Part 139, Certification of Airports, Subpart D.

Wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide as well as billions of dollars in aircraft damage. Most public-use airports have large tracts of open, undeveloped land that provide added margins of safety and noise mitigation. This undeveloped land can present potential hazards to aviation if it encourages wildlife to enter an airport's approach or departure airspace or air operations area. Also constructed or natural areas—such as poorly drained locations, detention/retention ponds, roosting habitats on buildings, landscaping, or wetlands—can encourage wildlife with ideal locations for feeding, loafing, reproduction, and escape.

Section 2-3 of Advisory Circular No. 150/5200-33B discusses the land use practices relating to water management facilities on or near all public-use airports. Drinking water intake and treatment facilities, stormwater and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, and ponds that result from mining activities often attract large numbers of potentially hazardous wildlife. To prevent these hazards, the Advisory Circular provides the following guidance for new and existing stormwater management facilities:

[372] United States Code, Title 42, sec 4001 et seq., 1968 and 1973

- All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated.
- If soil conditions and other requirements allow, the use of underground stormwater infiltration systems, such as French drains or buried rock fields, are preferred because they are less attractive to wildlife.
- Avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water.
- Stormwater detention ponds should be designed, at an off-site area if possible, engineered, constructed/modified, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms.
- Water detention basins should be steep-sided, rip-rap lined, narrow, linearly shaped, with all vegetation eliminated that could provide food or cover for hazardous wildlife. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat.
- When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wire grids, pillows, or netting, to deter birds and other hazardous wildlife.

State

Porter Cologne Water Quality Control Act

California's Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act) established the SWRCB and divided the State into nine regional basins, each with a Regional Water Quality Control Board (RWQCB.) The project is located within the jurisdiction of the Los Angeles RWQCB. The SWRCB is the primary State agency with responsibility to protect surface water and groundwater quality. The Porter-Cologne Act authorizes the SWRCB to draft policies regarding water quality in accordance with CWA Section 303. In addition, the Porter-Cologne Act authorizes the SWRCB to issue waste discharge requirements for projects that would discharge to State waters. These requirements regulate discharges of waste to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

The Porter-Cologne Act requires the SWRCB or the RWQCBs to adopt water quality control plans (basin plans) and policies for the protection of water quality. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State Water Policy. The Basin Plan must:

- Identify beneficial uses for the water to be protected,
- Establish water quality objectives for the reasonable protection of the beneficial uses, and
- Establish an implementation program for achieving the water quality objectives.

Basin plans also provide the technical basis for determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every 3 years in accordance with Article 3 of Porter-Cologne Act and Clean Water Act Section 303(c).

California Toxics Rule

The California Toxics Rule is an USEPA-issued Federal regulation that provides water quality criteria for potentially toxic constituents in California surface waters with designated uses related to human health or aquatic life.[373] The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. These Federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA. The California Toxics Rule establishes two types of aquatic life criteria:

- Acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time[374] without harmful effects, and
- Chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (4 days) without deleterious effects.

Due to the intermittent nature of stormwater runoff (especially in southern California), the acute criteria are considered to be more applicable to stormwater conditions than chronic criteria.

State Antidegradation Policy

Under the State's Antidegradation Policy,[375] whenever the existing quality of waters is better than what is needed to protect present and future beneficial uses, such existing quality must be maintained. This State policy has been adopted as a water quality objective in all the State's Basin Plans. The State policy establishes a two-step process to determine if discharges with the potential to degrade the water quality of surface or groundwater will be allowed.

The first step requires that, where a discharge would degrade high-quality water, the discharge may be allowed only if any change in water quality would:

- Be consistent with the maximum benefit to the people of the State;
- Not reasonably affect present and anticipated beneficial uses of such water; and
- Result in water quality that is not less than that which is prescribed in State policies (i.e., Basin Plans).

[373] Code of Federal Regulations Title 40, Section 131.38, 2000.

[374] The rule does not specify timeframe for "acute." Standard practice would likely imply that any condition that is permanent or semi-permanent is chronic—all else would be short-term.

[375] SWRCB Resolution No. 68-16, 1968.

The second step states that any activity resulting in discharge to high-quality waters is required to use the best practicable treatment or control of the discharge necessary in order to avoid the occurrence of pollution or nuisance and to maintain the "highest water quality consistent with the maximum benefit to the people of the state." The State policy applies to both surface and groundwater, as well as to both existing and potential beneficial uses of the applicable waters.

In 1999, the SWRCB issued and subsequently amended the General Construction Stormwater Permit which governs discharges from construction sites that disturb 1 acre or more of surface area.[376] Again, on September 2, 2009, the SWRCB adopted a new General Construction Permit that substantially alters the approach taken to regulate construction discharges through (1) requiring the determination of risk levels posed by a project's construction discharges to water quality and (2) establishing numerical water quality thresholds that trigger permit violations. These new permit regulations took effect on July 1, 2010.

California Building Code

California Building Code (CBC) contains requirements for constructing structures in flood hazard zones.[377] These requirements are consistent with FEMA requirements for non-residential development in a 100-year flood plain. Section 1612 of the CBC outlines the requirements of new or replacement mechanical and electrical systems proposed within flood hazard zones. Appendix G of the CBC only allows the placement of mechanical and electrical systems below the base flood elevation if properly protected to prevent water from entering or accumulating within the system components. Appendix G of the CBC outlines the building requirements of structures within the FEMA-designated A Zones. Such requirements are that all floors below the base flood elevation must be constructed and engineered to be flood-resistant, or the floor must only be used for storage, parking, access, or foyers.

California Code of Regulations – Recycled Water Regulations (Titles 22 and 17)

Titles 22 and 17 of the California Code of Regulations (CCR) include regulations for the various uses of recycled water within the State. According to the CCR, recycled water used for the following purposes shall be at least disinfected secondary-23 recycled water: (1) industrial boiler feed, (2) nonstructural firefighting, (3) backfill consolidation around nonpotable piping, (4) soil compaction, (5) mixing concrete, (6) dust control on roads and streets, (7) cleaning roads, sidewalks and outdoor work areas, and (8) industrial process water that will not come into contact with workers. The CCR also requires that spray, mist, or runoff of recycled water does not enter dwellings, designated outdoor eating areas, or food handling facilities. Drinking water fountains must also be protected against contact with recycled water spray, mist, or runoff. No irrigation with, or impoundment of, disinfected secondary-2.2 or disinfected secondary-2.3 recycled water can take place within 100 feet of any domestic water supply well.[378]

[376] SWRCB Water Quality Order 99-08 DWQ, 1999

[377] California Building Code, Title 24, Part 2, and Appendix G, 2013.

[378] California Department of Public Health (CDPH), Regulations Related to Recycled Water, June 18, 2014 (Revisions effective on 6/18/14), https://www.waterboards.ca.gov/drinking_water/certlic/drinkingwater/documents/lawbook/RWregulations_20140618.pdf.

Local

Water Quality Control Plan – Los Angeles Basin

The City of Burbank is within the jurisdiction of the Los Angeles RWQCB (Region 4), which is responsible for the preparation and implementation of the Basin Plan for the Los Angeles Region in accordance with the requirements of the Porter-Cologne Act. The Los Angeles RWQCB's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan:

- Designates beneficial uses for surface and groundwaters;
- Sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy; and
- Describes implementation programs to protect all waters in the region.

Specific criteria are provided for the larger, designated water bodies within the region as well as general criteria or guidelines for ocean waters, bays and estuaries, inland surface waters, and groundwater. Waters not specifically listed (generally smaller tributaries) are assumed to have the same beneficial uses as the streams, lakes, or reservoirs to which they are tributary. In general, the narrative criteria require that degradation of water quality does not occur due to increases in pollutant loads that will adversely impact the designated beneficial uses of a water body.

In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The Porter-Cologne Act also allows a RWQCB to include water discharge prohibitions within the Basin Plan applicable to particular conditions, areas, or types of waste.

Waterbodies with a municipal and domestic supply designated beneficial use (MUN) shall not have concentrations that exceed maximum contaminant levels (MCL). MCLs for total dissolved solids (TDS) are discussed in this section because this information is relevant for the groundwater quality impacts assessment. Federal MCLs are established by the USEPA and California MCLs are established by the California Department of Public Health. The MCLs consist of primary MCLs, which are enforceable standards for contaminants that present a risk to human health, and secondary MCLs, which are non-mandatory standards established to assist public water systems in managing drinking water for aesthetic considerations, such as taste, color, and odor, but do not relate to a health risk. Impacts related to elevated TDS concentrations include water taste and potential corrosion (which may impart a metallic taste to the water and reduce water flow due to pipe corrosion), staining of household fixtures, scaling (pipes, boilers, and heat exchangers), and sedimentation (deposits in the water distribution system).[379] The USEPA sets the secondary MCL for TDS at 500 milligrams per liter (mg/L). The California Department of Public Health sets a recommended MCL of 500 mg/L, and upper concentration of 1,000 mg/L and a short-term upper limit of 1,500 mg/L.

[379] USEPA, Secondary Drinking Water Regulations: Guidance for Nuisance Chemicals, 2013.

City of Burbank Low Impact Development Standards Manual

The 2015 Low Impact Development (LID) Standards Manual complies with the requirements of the NPDES Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County. This manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in the City of Burbank with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

The Los Angeles RWQCB's 2012 MS4 Permit named 84 incorporated cities, the County, and the Los Angeles County Flood Control District as permittees. The MS4 Permit, which became effective December 28, 2012, and runs through December 17, 2017, imposes a number of basic programs, called Minimum Control Measures, on all permittees in order to maintain a level of acceptable runoff conditions through the implementation of practices, devices, or designs generally referred to as BMPs, that mitigate stormwater quality problems. As an example, a development's construction program requires the implementation of temporary BMPs during a project's construction phase to protect water resources by preventing erosion, controlling runoff, protecting natural slopes and channels, storing fluids safely, managing spills quickly, and conserving natural areas.

The MS4 Permit also includes design requirements for new development and significant redevelopment. New Development/Redevelopment Project Performance Criteria apply to all projects which create or replace more than 5,000 square feet of impervious cover that have not been deemed complete prior to February 8, 2013. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated. Projects that trigger the Project Performance Criteria are required to retain on site (by either infiltrating or storing for reuse) the volume of runoff that is generated from the 0.75-inch storm or the 85th percentile, 24-hour storm, whichever is greater. Alternative compliance measures can be implemented if the project can demonstrate that retaining the water from a design storm is technically infeasible. Projects that use alternative compliance measures must still implement flow-through BMPs to treat (but not retain) on-site stormwater. Flow-through BMPs must be sized to treat 0.2 inch per hour or the one-year, one-hour rainfall intensity, whichever is greater.

Under the MS4 Permit, new development requires implementation of a Standard Urban Stormwater Mitigation Plan (SUSMP) and compliance with LID. In the past, land development projects were designed to direct stormwater into the stormwater conveyance system and move it off the project site as quickly and efficiently as possible. LID is designed to capture and retain stormwater runoff for on-site treatment (typically using natural vegetated systems) and/or reuse, while also reducing downstream peak flows and runoff volumes. LID often also include infiltration components where feasible. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP defines

the types of practices that must be included and issues that must be addressed as appropriate to the development type and size based on land use type.

LID is a decentralized approach to stormwater management that works to mimic the natural hydrology of the project site by retaining precipitation on site to the maximum extent practicable. Stormwater quality control measures that incorporate LID principles are placed throughout the project site in small, discrete units and distributed near the source of impacts. LID strategies are designed to protect surface and groundwater quality, maintain the integrity of ecosystems, and preserve the physical integrity of receiving waters by managing stormwater runoff at or close to the source. The purpose of LID is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures.

The benefits of reduced stormwater runoff volume include reduced pollutant loadings and increased groundwater recharge and evapotranspiration rates. The LID Standards Manual addresses the following objectives:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other water bodies;
- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly-designed, technically-appropriate BMPs and other LID strategies; and
- Minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly-designed, technically appropriate hydromodification (iteration of the natural flow of water through a landscape) control development principles and technologies.

All projects must retain 100 percent of the Stormwater Quality Design volume on- site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. LID strategies include use of bioretention/infiltration landscape areas, disconnected hydrologic flow paths, reduced impervious areas, functional landscaping, and grading to maintain natural hydrologic functions that existed prior to development, such as interception, shallow surface storage, infiltration, evapotranspiration, and groundwater recharge. By implementing LID strategies, a project site can be designed to be an integral part of the environment by maintaining undeveloped hydrologic functions through the careful use of stormwater quality control measures.

City of Burbank Municipal Code

The Burbank Municipal Code (BMC) describes the requirements for sediment and erosion control BMPs and SWPPPs. Title 7, Chapter 3 describes the Green Streets Policy which requires that improvements in the public and transportation corridors provide stormwater source control to limit transport and pollutant conveyance, restore predevelopment hydrology to the extent possible, and provide environmentally enhanced roads through design elements (street trees, sustainable pavements, bioretention, and swales). Title 9, Chapter 1 establishes flood hazard areas, defines the duties and responsibilities of the floodplain administrator, and sets requirements and performance standards for construction within flood zones. Title 9, Chapter 3, Article 4 describes Standard Urban Stormwater and Urban Runoff Management Programs. Title 8,

Chapter 2 contains the City's Sustainable Water Use Ordinance, which describes required practices such as outdoor water use restrictions, outdoor vehicle washing requirements, irrigation overspray elimination, etc., as well as the Water Conserving Fixtures and Fittings Ordinance. Title 8, Chapter 1 contains Stormwater and Runoff Pollution Control, which describes discharges that are primarily prohibited into the local storm drain system, with a few conditionally-allowed non-stormwater discharges.

Burbank Urban Water Management Plan

The Burbank Urban Water Management Plan (UWMP) describes the community approach used in the City of Burbank to protect and/or extend its water resources. The UWMP was developed in accordance with the requirements of the California Urban Water Management Planning Act, which requires urban water suppliers to prepare an UWMP every 5 years in order to assess the reliability of their water sources over a 20-year period. The most recent Burbank UWMP was prepared by BWP staff in 2015. The Plan includes the following six elements:

- Assessment of past and future water supplies and demands
- Evaluation of the future reliability of the City's water supplies
- Information on water conservation and management activities
- Description of water recycling activities
- Contingency planning in case of water shortages
- Evaluation of distribution system water losses

In addition to quantifying current and future use of water, the UWMP describes the various sources of water used by the City, including surface water and groundwater, and describes the City's evaluation of stormwater mitigation methods to increase stormwater infiltration and recharge through low-impact development projects. The UWMP also describes measures put into place to manage water demand in the City, including the Sustainable Water Use Ordinance, which seeks to prohibit wasteful use of potable water, a retrofit ordinance requiring upgrading of toilets and other indoor fixtures, and other programs to increase water use efficiency.

City of Burbank 2035 General Plan

The *Burbank2035 General Plan* is a State-required policy document that provides guidance to decision makers in determining the City's future development, both in terms of physical form and character. The *General Plan* contains vision statements that cover a broad range of aspects of the City's development, some of which will guide the City's approach to management of its water resources, including the following:

- The Air Quality and Climate Change Element, which promotes water conservation and recycling as a means to reduce greenhouse gas emissions and discusses management of water supply in the face of climate change.
- The Land Use element, which promotes new building designs, retrofits, and development projects to seek to minimize water consumption as well as decrease stormwater runoff.

- The Open Space and Conservation Element, which discusses goals and policies to protect the City's water resources by reducing water usage, increasing conservation efforts, and improving water quality.
- The Safety Element, which discusses measures to protect water-related infrastructure, including the City's flood control system.

The *General Plan* states that the City is currently developing a Stormwater Master Plan, which will promote a LID approach to balance the needs of stormwater management with the needs of land development. BMPs mentioned include vegetated swales, biofilters, and constructed wetlands.

4.8.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines,* the proposed project could have a potentially significant impact with respect to Hydrology and Water Quality if it would:

- Violate any water quality standards or waste discharge requirements (see **Impact 4.8-1**, below);
- 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) (see **Impact 4.8-2**, below);
- Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site (see **Impact 4.8-3**, below);
- Substantially alter the existing drainage pattern of a 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 site or off site (see **Impact 4.8-4**, below)
- 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 (see **Impact 4.8-5**, below);
- Otherwise substantially degrade water quality (see **Impact 4.8-6**, below);

Based on the project site location and characteristics, the project would result in no impacts regarding flood hazards related to placement of housing in a floodplain, structures redirecting flood flows, or hazards related to failure of levees or dams. Further, the project would result in no impacts related to inundation by seiche, tsunami, or mudflow; therefore, these issues do not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant,* for additional discussion of the rationale for eliminating these thresholds from further analysis in this Draft EIR and Initial Study/Notice of Preparation, included in Appendix A.)

4.8.4 Methodology

The hydrology and water quality analysis presented below is based on a review of published information, reports, and plans regarding regional and local hydrology, climate, topography, and geology obtained from private and governmental agencies as well as from Internet websites. Primary sources include the *General Plan*,[380] LARWQCB's Basin Plan, City of Burbank Low Impact Developments Standard, and FEMA Flood Insurance Rate Maps.

Hydrology

The proposed site plans and drainage plan were reviewed to determine anticipated changes to the existing drainage patterns on the project site as well as the adequacy of the proposed drainage system in terms of capacity and water quality treatment with consideration of existing regulatory requirements.

Hydrology calculations for the 50-year peak storm events for the project site and project site plus off-site tributary areas, as discussed in existing conditions, were performed in accordance with the LID Standards Manual. The required components of a hydrology analysis as stated in the LID manual are determining the time of concentration (tc), the runoff coefficients (C), and the Stormwater Quality Design volume. The Stormwater Quality Design volume is defined as either 0.75 inch, 24-hour rain event or 85th percentile, 24-hour rain event per the Los Angeles County isoheytal map (map with lines of equal rainfall), whichever is greater. The intent of this analysis is to reduce and/or eliminate any increase in runoff due to development. To assist in determining these components, Los Angeles County has developed the HydroCalc program. This program utilizes the Modified Rational Method to determine the peak flow rates and volumes for stormwater. HydroCalc was used for this analysis.

Water Quality

The proposed development plans for the project and general water quality information sources were reviewed to determine potential sources and types of pollutants that could be generated by project construction and/or operation. The SWRCB statewide permit requirements and proposed drainage plan were reviewed to determine if water quality would be sufficiently protected or if further mitigation would be required.

Per the BMC and the MS4 Permit, the scale of this project falls into the Priority Planning Project requirements, as it meets the "redevelopment" criteria within the code. If more than 50 percent of the project site will be redeveloped, the entire development project site must meet the LID requirements that comply with the MS4 Permit. If less than 50 percent of the project site is to be redeveloped, then only the new portion must be brought up to current LID standards. As more than 50 percent of the project site will be redeveloped, the entire development project site will meet LID requirements. A project site assessment will be completed to identify design

[380] City of Burbank, 2013. Burbank 2035 General Plan. February 19. http://www.burbankca.gov/home/showdocument?id=23448. Accessed 8/28/17.

considerations and determine the feasibility of project site-specific stormwater quality control measures. Additionally, project site-specific source control measures are required.

Floodplains

Floodplains are established by FEMA and are reported on FIRM panels. The project is located within the City of Burbank where any identified floodplains are managed by the City of Burbank. The LID Manual requires that project site development must make an effort to minimize land disturbance, and preserve the hydrologic conditions of the site as much as practical. This includes locating buildings and impervious surfaces away from any floodplains. According to the FIRM panel for the project, Panel 1328F, dated September 26, 2008, the project does not have any proposed improvements within the 100-year floodplain.

4.8.5 Impact Analysis

Project Design Features

The following Project Design Features (PDFs) would result in a reduction of potential stormwater runoff and polluted stormwater runoff impacts and are proposed as part of project. In addition, the project would comply with all applicable requirements and other rules and regulations, such as development and implementation of a Water Quality Management Plan, SWPPP, and implementation of BMPs to reduce or eliminate impacts related to hydrology and water quality.

> **PDF-Hydro-1: Low Impact Development Plan.** Per the requirements of the MS4 Permit, a Low Impact Development (LID) Plan has been developed by the project applicant and will be submitted to the City of Burbank Community Development Director for approval. The LID Plan is required because the project would result in an alteration to 50 percent or more of the impervious surfaces of a previously existing development that was not subject to post-construction stormwater quality control requirements. Therefore, the project is classified as a "Planning Priority Project" per the BMC and must comply with requirements of Section 9-3-413.that state all stormwater runoff generated at the project site must be treated.
>
> The LID Plan is designed to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface areas and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. Since infiltration of stormwater runoff onsite was determined to be infeasible due to groundwater contamination, the LID plan details how the project will include Filterra systems sized to treat 1.5 times the 85th percentile, 24-hour rain event. In addition to treating stormwater runoff the LID Plan details source control BMPs that will be implemented onsite to reduce the potential for water quality degradation. These include storm drain messages and signing, locating trash away from roof drainage, minimization of run-on to the loading docks, and installation of irrigation that minimizes dry weather urban runoff. The project must also protect slopes and channels and provide proof of ongoing BMP maintenance. **Table 4.8-1**, *LID Source Control Measures*, lists the source control measures taken from the County LID Manual that would be implemented on site. Implementation of these into the project design would reduce impacts from stormwater runoff volumes and stormwater pollutants.

TABLE 4.8-1
LID SOURCE CONTROL MEASURES

Source Control Measures	
S-1 – Storm Drain Message and Signage	S-4 – Outdoor Loading/Unloading Dock Area
S-2 – Outdoor Material Storage Area	S-8 – Landscape Irrigation Areas
S-3 – Outdoor Trash Storage/Waste Handling Area	S-9 – Building Materials

SOURCE: LA County Low Impact Design Manual (2014) – Section 5, 2016.

PDF Hydro-2: Soil Management Plan. The project site was investigated for potential groundwater and soil contamination under the Well Investigation Program as part of the San Fernando Valley Groundwater Basin Superfund Site. The project site lies within the Burbank Operable Unit. As a result of these past uses, there is a potential that construction activities could uncover previously contaminated soils. Thus, the project applicant has already developed a Soil Management Plan (SMP) which outlines the framework for soils assessment, remediation, and removal confirmations actions to be undertaken if contaminated soils are encountered during construction activities. This plan will be provided to the City as part of the documents prior to issuance of building permits.

As grading, excavation and trenching are performed, exposed soil would be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil would be analyzed to identify and characterize the impact and determine if soil remediation is required. Based on visual monitoring, "grab" soil samples would be collected at selected locations for headspace screening for volatile organic compounds using a calibrated Photoionization Detector (PID). Headspace PID readings that are elevated above those of non-impacted grab soil samples would be considered potentially contaminated. Soil impacted by highly elevated concentrations of hexavalent chromium and/or total chromium may appear to be stained a yellow color, dissimilar to surrounding non-impacted soil. At a minimum, at least one soil sample would be collected for chemical analysis at or near the center of the suspected impact, ideally representative of the "worst case" condition. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new impact has been identified it would be characterized to assess its lateral and vertical extent. Likely excavation of impacted soil would be followed by segregated stockpiling or direct-loading, waste profiling, and off-site disposal or recycling which would be performed in accordance with applicable Federal, State, and local regulations. Compliance with the SMP would be protective of water quality and would reduce potentially significant impacts to a less-than-significant level.

Project Impacts

Water Quality Standards and Waste Discharge Requirements

Impact 4.8-1: The proposed project could violate water quality standards or waste discharge requirements. (Less-than-Significant Impact)

Implementation of the project could potentially violate water quality standards or waste discharge requirements if not designed appropriately. However, compliance with the Construction General

Permit, SWPPP, NPDES requirements, MS4 Permit, PDFs Hydro-1 and Hydro-2, the BMC, which includes the Green Streets Policy, and other local regulations that require BMPs and source control measures are considered protective of water quality and would prevent a substantial violation of water quality standards, including TMDL limits applicable to the Burbank Western Channel and regulate waste discharge requirements minimizing the potential for contributing additional sources of polluted runoff. All BMPs will be subject to inspection, maintenance and treatment effectiveness per regulations. Other projects located in areas with potentially contaminated soils would also likely need to prepare a plan similar to the SMP detailed in Hydro-2. Therefore, compliance with applicable regulatory requirements, including the implementation of the facility's SWPPP, would reduce potentially significant impacts to a less-than-significant level.

Construction

The project includes construction of a mixed-use development consisting of creative offices, industrial, retail, and a hotel. Construction activities would include the use of heavy equipment and construction-related chemicals, such as fuels, oils, grease, solvents and paints that would be stored in limited quantities on site. Further, construction of the project would involve the use of recycled water on site. In the absence of proper controls, these construction activities could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters or groundwater. During construction, the project site would be subject to ground-disturbing activities (e.g., removal of the existing structures and pavement, excavation and grading, foundation and infrastructure construction, the installation of utilities). These activities would expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Therefore, if not managed appropriately, surface water quality could be temporarily affected by construction activities.

However, the project would be subject to existing regulations associated with the protection of water quality, as it would be required to obtain and comply with a Construction General Permit from the SWRCB. The Construction General Permit and associated NPDES requirements include development and implementation of a SWPPP, with associated monitoring and reporting requirements. Stormwater BMPs are required to limit erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. BMPs could include, but are not limited to, the use of or implementation of water bars, silt fences, staked straw bales, and avoidance of water bodies during construction. Additional source-control BMPs might also be required to prevent runoff contamination by potentially hazardous materials and eliminate non-stormwater discharges. Per the California Code of Regulations, recycled water used during construction for activities such as dust control, soil compaction, concrete mixing, and cleaning outdoor areas would be at least disinfected secondary-23 recycled water. This would ensure recycled water would not substantially threaten receiving water quality. Recycled water used during construction would not occur adjacent to water wells or in other areas such that it would represent a public health hazard. Compliance with these existing regulations, programs, and policies would ensure that runoff from construction activities would not violate waste discharge requirements or degrade the surface water quality of receiving waters to levels below standards

considered acceptable by the Los Angeles RWQCB and/or other regulatory agencies or affect the beneficial uses of receiving waters, resulting in less-than-significant impacts.

As discussed previously, the project site has been used for various aircraft manufacturing and maintenance purposes which involved the storage and use of chemicals and hazardous materials and is located in the Burbank Operable Unit of the San Fernando Valley Superfund Site. Therefore, construction activities could uncover previously contaminated soils. Adherence with PDF Hydro-2, which outlines what to do if contaminated soil is encountered, would be protective of water quality by implementing isolation management measures of any suspected contamination and would reduce potentially significant impacts to a less-than-significant level.

Positive surface drainage would be accommodated at the project site to allow surface runoff to flow away from improvements or areas susceptible to erosion. To reduce wind-related erosion, wetting of soil surfaces and/or covering exposed areas and soil stockpiles would be used during construction operations, as appropriate. The use of soil tackifiers may also be considered to reduce the potential for wind-related soil erosion. Implementation of BMPs would ensure that water- and wind-related erosion would be confined to the construction area and not transported off site. In addition, the topographic gradients at the project site are relatively gentle. Therefore, potential soil erosion and sedimentation runoff during construction would not exceed water quality standards and impacts would be less than significant.

As stated above, groundwater levels have ranged from approximately 168 to 249 feet below ground surface. Based on the depths to groundwater at the project site, construction dewatering is not anticipated to be required. However, should shallow perched groundwater be encountered that would require dewatering, the project would apply for coverage and adhere to the monitoring and reporting program under RWQCB Order No. R8-2009-0003. If dewatering is required, any groundwater that was found to be contaminated would be properly treated prior to being discharged in accordance with the NPDES permit. Uncontaminated groundwater may be treated and pumped to the storm drain system or used for on-site dust control purposes. Compliance with regulatory requirements would ensure that dewatering activities would not result in the exceedance of water quality standards during construction, including TMDL limits applicable to the Burbank Western Channel, resulting in less-than-significant impacts.

During construction, materials such as fuels or solvents would be stored on site. The potential for a spill or release of construction related chemicals during construction would be generally small because of the localized, short-term nature of the releases. The NPDES Construction General Permit and SWPPP require measures regarding the handling of these types of materials and action protocols if a spill or release does occur. In addition, the project site-specific health and safety plan would include measures to appropriately handle an on-site accidental release of fuel or other material from the equipment, resulting in a less-than-significant impact.

Compliance with the Construction General Permit, SWPPP, NPDES and PDF Hydro-2 requirements, and local regulations that require construction phase BMPs are considered protective of water quality and would prevent a substantial violation of water quality standards, including TMDL limits applicable to the Burbank Western Channel, and regulate waste discharge

requirements minimizing the potential for contributing additional sources of polluted runoff during construction. Therefore, compliance with applicable regulatory requirements would reduce potentially significant impacts to a less-than-significant level.

Operation

Stormwater discharge is generated by rainfall that runs off the land and impervious surfaces such as paved streets, parking lots, and rooftops. Stormwater discharge may include pollutants of concern, which are expected to be generated by the project that could affect stormwater. During project operation, pollutants of concern within runoff may include, but are not limited to, pollutants such as sediment, hydrocarbons, oil, grease, heavy metals, nutrients, herbicides, pesticides, fecal coliform bacteria, and trash. This runoff can flow directly into storm drains and continue untreated into the Burbank Western Channel. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

Implementation of PDF Hydro-1 for the project would involve treatment of stormwater on site prior to discharge off site, as well as implementation of source control BMPs designed to prevent the introduction of pollutants into stormwater. In addition, compliance with the Green Streets Policy, would ensure that operation of the project would reduce potential violation of waste discharge requirements. Implementation of these measures on site would reduce stormwater pollutants that could affect water quality from the project site, thus reducing impacts related to stormwater pollution and water quality to less-than significant levels.

Mitigation Measures

No mitigation measures are required with adherence to PDFs Hydro-1 and Hydro-2.

Groundwater Supplies and Recharge

Impact 4.8-2: The proposed project would not 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. (Less-than-Significant Impact)

The proposed project would not directly extract any underlying groundwater resources. Project water supply would come from BWP, which could use groundwater from the San Fernando Valley Groundwater Basin. However, review of BWP's 2015 Urban Water Management Plan indicates there is sufficient water supply for the projected water demands of the project such that there would be no depletion of groundwater supplies (See Section 4.15, *Utilities and Service Systems*, for more details on water supply). Additionally, the amount of impervious surfaces on site would remain similar to current conditions, so natural groundwater recharge from rain events would not be substantially affected. Groundwater is not actively recharged in this area as it has been previously contaminated and is undergoing remediation. Therefore, impacts related to groundwater would be less than significant.

Construction

Construction activities are not expected to have excavation activities below the normal or historic high groundwater levels, which range from 169 to 249 feet below ground surface. However, if seepage or perched groundwater is encountered during construction, which is unlikely, dewatering may be necessary. Any seepage encountered during construction would be mitigated per the SWPPP, as needed, by constructing small drainage swales from the base of the excavations to temporary sump pits or stormwater/LID features on site. If dewatering is required, groundwater that was found to be contaminated would be properly treated prior to being discharged in accordance with the NPDES permit. Uncontaminated groundwater may be treated and pumped to the storm drain system or used for on-site dust control purposes. If seepage is encountered, it would not substantially deplete groundwater supplies and would not result in a net deficit in aquifer volume, or lower the groundwater table resulting in a less-than-significant impact.

Any discharges of groundwater during construction would be in compliance with applicable NPDES permit requirements. The project would also comply with all applicable Federal, State, and local requirements concerning the handling, storage, and disposal of hazardous materials to reduce the potential for a release of contaminants into the groundwater as a result of project construction. Construction activities could also uncover previously contaminated soils. PDF Hydro-2 outlines what to do if contaminated soil is encountered so it would not contaminate groundwater, therefore, project construction would not degrade groundwater quality. Water use may temporarily increase for a limited extent during the construction phase for general site activities including cleaning of tools and equipment, wet trades, and dust suppression. Recycled water only will be used during the construction phase. However, this increase would be temporary and is not expected to deplete groundwater resources. Therefore, construction-phase impacts relating to depletion of groundwater supplies or groundwater recharge would be less than significant.

Operation

The project would obtain water for operations from BWP, which utilizes groundwater sources from the adjudicated San Fernando Valley Groundwater Basin as part of its water supply. As discussed above, and further in Section 4.15, *Utilities and Public Services*, the Water Supply Assessment conducted for the proposed project, there is sufficient water available to supply the project; thus, groundwater supplies would not be significantly depleted as a result of project implementation. Additionally, the existing project site is primarily impervious as discussed above due to past uses. Implementation of the project would not increase the amount of impervious surfaces at the project site. Furthermore, groundwater recharge does not take place at the project site due to it lying over the Burbank Operable Unit and past contamination at the project site. Therefore, since the amount of impervious surfaces would be about the same, project implementation would not significantly affect groundwater recharge or deplete groundwater resources resulting in a less-than-significant impact.

Mitigation Measures

None required.

Drainage Patterns: Erosion or Siltation

Impact 4.8-3: The proposed project could substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site. (Less-than-Significant Impact)

Project implementation would not substantially alter the existing drainage pattern at the project site nor would it alter the course of a stream or river. Compliance with the Construction General Permit, SWPPP, NPDES requirements, MS4 Permit, PDF Hydro-1, the BMC, which includes the Green Streets Policy, and other local regulations that require BMPs and source control measures would prevent substantial alteration of the drainage pattern and require measures to control erosion or siltation. All BMPs will be subject to inspection, maintenance and treatment effectiveness per regulations. Therefore, compliance with applicable regulatory requirements would reduce potentially significant impacts to a less than-significant level.

Construction

There are no stream or rivers that would be altered by the project. The project would require grading and excavation for building foundations which could affect drainage at the project site. However, standard construction phase BMPs required as part of the SWPPP would decrease the potential for significant erosion or sedimentation from soil disturbance associated with construction of the project. Therefore, project construction would not substantially alter drainage patterns or result in substantial erosion or siltation occurring on site or off site, resulting in less-than-significant impacts.

Operation

The drainage pattern on site would be altered by the installation of project structures. Once developed, runoff on the proposed project site would drain to proposed catch basins, and would be treated by Filterra biofiltration systems (as described in PDF Hydro-1). Following treatment, stormwater would be conveyed via proposed private storm drains and then a proposed public storm drain easterly to the existing Hollywood Way storm drain. Treatment of stormwater via the Filterra systems would slow the velocity of runoff, thereby ensuring that erosion does not occur as flows leave the project site. Additionally, compliance with the BMC including the Green Streets Policy would ensure that drainage patterns are not significantly altered. Therefore, long-term impacts on drainage patterns across the project site that could result in substantial erosion and siltation on site or off site would be less than significant.

Mitigation Measures

None required with adherence to PDF Hydro-1.

Drainage Patterns: Surface Runoff or Flooding

Impact 4.8-4: The proposed project could substantially alter the existing drainage pattern of a 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 site or off site. (Less-than-Significant Impact)

The rate and amount of surface runoff is determined by multiple factors, including topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed, and the amount of precipitation and water that infiltrates to the groundwater. Although installation of the structures on the project site would alter the sites existing topography, it would not result in a major change to existing drainage conditions. As explained in PDF Hydro-1, an LID Plan has been prepared for the project site that details an appropriately-sized Filterra system that would treat runoff prior to discharge off site. This would help reduce runoff velocity and would prevent flooding potential from occurring on site. Compliance with applicable regulatory requirements would reduce any potentially significant impacts to a less than-significant level and project impacts would be less than significant.

Construction

Although grading would occur throughout the site, the resultant ground disturbance would occur in stages and would not substantially alter the overall topography such that flooding is caused on site or off site. Water would be used during the temporary construction phases of the project (e.g., for dust suppression). However, this water would be mechanically and precisely applied and would, in general, infiltrate, or evaporate. Therefore, the project would not result in a substantial increase in the rate or amount of surface runoff or cause flooding on site or off site and impacts would be less than significant.

Operation

Currently, surface runoff flows via sheet flow to existing catch basins storm drains. Once operational, drainage on the project site would be captured in catch basins and conveyed to Filterra systems for collection and treatment as detailed in PDF Hydro-1 prior to discharge off site. Although the project would have a relatively similar amount of impervious surfaces that currently exist at the project site, the proposed project structures would alter drainage patterns on the project site. However, preliminary hydrology calculations estimate the total 50-year peak flow rate on the project site would be approximately 125.4 cfs, which is less than the existing condition rate of 132.3 cfs.[381]. Further, conveyance of project drainage to Filterra systems for treatment would slow the velocity of runoff, thereby further avoiding potential flooding. Additionally, compliance with the BMC, including the Green Streets Policy, would ensure that drainage patterns are not significantly altered. Therefore, long-term impacts on drainage patterns across the project site that could result in flooding on site or off site would be less than significant. The applicant will need to provide detail calculations of the collection and treatment with the building permit submittal.

[381] Thienes Engineering, Incorporated (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA, revised October 4, 2017a.

Mitigation Measures

None required with adherence to PDF Hydro-1.

Stormwater Drainage Systems

Impact 4.8-5: The proposed project could 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. (Less-than-Significant Impact)

Project implementation could create potentially polluted runoff water that could exceed the capacity of existing or planned stormwater drainage systems. Compliance with the Construction General Permit, SWPPP, NPDES requirements, MS4 Permit, BMC, which includes the Green Streets Policy, PDFs Hydro-1 and Hydro-2, and other local regulations that require BMPs and source control measures would restrict stormwater runoff and polluted runoff. All BMPs will be subject to inspection, maintenance and treatment effectiveness per regulations. Therefore, compliance with applicable regulatory requirements would reduce potentially significant impacts to a less-than-significant level.

Construction

Water would be used during the temporary construction phases of the project (e.g., for dust suppression). However, this water would be mechanically and precisely applied so that it would not create significant amounts of runoff from the project site during project construction. As discussed previously, PDF Hydro-2 outlines a protocol if contaminated soil is encountered during construction. Further, implementation of BMPs per the project SWPPP would be designed to reduce impacts to water quality. Therefore, project construction would not result in substantial additional sources of polluted runoff and impacts would be less than significant.

Operation

As the project site is currently developed and has primarily impervious surfaces, project implementation would not increase the impervious surface area at the project site. As discussed previously, preliminary hydrologic calculations concluded that peak stormwater flow rates would decrease under the proposed project.[382] . PDF Hydro-1 discusses the Filterra treatment systems that would be used on site to treat stormwater runoff prior to its discharge off site, which would both improve stormwater quality and slow discharge velocity. Therefore, existing storm drain capacity would not be exceeded following implementation of the proposed project. As a result, project implementation is not expected to increase stormwater volumes such that storm drain capacity is exceeded nor discharge additional pollutants to stormwater drainage systems. Impacts would be less than significant.

Mitigation Measures

None required with adherence to PDFs Hydro-1 and Hydro-2.

[382] Thienes Engineering, Incorporated (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA, revised October 4, 2017a.

Water Quality

Impact 4.8-6: The proposed project could otherwise substantially degrade water quality. (Less-than-Significant Impact)

Project implementation could degrade water quality. As discussed above, compliance with Hydro-1 and Hydro-2, the Construction General Permit including SWPPP requirements, the BMC including the Green Streets Policy and other local regulations pertaining to water quality and would prevent a substantial degradation of water quality. All BMPs will be subject to inspection, maintenance and treatment effectiveness per regulations. Therefore, compliance with applicable regulatory requirements would reduce potentially significant impacts to a less-than-significant level.

Construction

Impacts 4.8-1 and 4.8-5 discuss potential impacts associated with the degradation of water quality during construction. PDF Hydro-2 involves a protocol for identifying contaminated soils on site, thereby preventing their exposure to stormwater and degradation of water quality. Compliance with the Construction General Permit including SWPPP requirements that require BMPs would also help reduce water quality. Therefore, impacts related to stormwater pollution and water quality would be less than significant during construction.

Operation

Impacts 4.8-1 and 4.8-5 discuss potential impacts associated with the degradation of water quality during operation. PDF Hydro-1 details the LID Plan that includes source control BMPs that would prevent degradation of stormwater quality while on site, along with the Filterra treatment systems that would treat stormwater prior to its discharge off site. Therefore, impacts related to stormwater pollution and water quality during project operation would be less than significant.

Mitigation Measures

No mitigation measures are required with adherence to PDFs Hydro-1 and Hydro-2.

4.8.6 Cumulative Impact Analysis

Related projects in the vicinity of the proposed project are presented in Chapter 6 of this Draft EIR. The geographic scope for cumulative impacts related to water quality and hydrology encompasses the project site and the land uses within a 1-mile radius of the project. Other projects in the general vicinity include a variety of residential, industrial, and commercial. The nearest related project would be the Hollywood-Burbank Airport Replacement Terminal which is adjacent to the project site. All of these projects have the potential to result in construction- and operation water quality impacts, which could result in cumulatively significant impacts.

Construction

Construction of related projects would not result in a violation of water quality standards or waste discharge requirements, would not provide substantial additional sources of polluted runoff, and would not substantially degrade water quality. Every related project is required to comply with the Construction General Permit including the SWPPP requirements and other regulations that require construction phase BMPs to ensure that construction activities would not degrade the surface water quality of receiving waters to levels below acceptable Los Angeles RWQCB standards or other regulatory agencies or impair the beneficial uses of the receiving waters. Compliance with construction phase permits and standard construction phase BMPs would decrease the potential for significant erosion or sedimentation from soil disturbance associated with construction of the related projects. Therefore, the cumulative effects during project construction would be less than significant.

Operation

Related projects that satisfy the criteria would have to comply with LID requirements as detailed in the MS4 Permit similar to those detailed by PDF Hydro-1 for the proposed project. Projects within the City of Burbank would also be required to comply with the BMC including its Green Streets Policy that requires development to limit transport of pollutant conveyance via stormwater, restore predevelopment hydrology to the extent possible, and provide environmentally enhanced roads through design elements (street trees, sustainable pavements, bioretention, and swales). Control of runoff by compliance with these measures would also help reduce potential erosion, flooding, or exceedance of existing storm drain capacity caused by these projects. Cumulative effects during project operation would therefore be less than significant. Accordingly, no significant cumulative impact would result from the cumulative scenario to which the project's incremental impact could contribute.

Mitigation Measures

None required.

4.9 Land Use and Planning

This section of the Draft Environmental Impact Report (EIR) examines the potential land use and planning effects that could arise from the implementation of the proposed project. In particular, this section discusses the existing and planned land uses, along with zoning, that exist within and surrounding the project site. Following this discussion, this section presents the airport land use compatibility regulations that affect the project site. Thus, the proposed project has been evaluated to determine its consistency with the relevant goals and policies found in the City of *Burbank2035 General Plan*,[383] the City of Burbank Zoning Code,[384] and the Los Angeles County Airport Comprehensive Land Use Plan.[385] An Aircraft Hazard and Land Use Risk Assessment was prepared by ESA in August 2017 and is included as Appendix G to this Draft EIR.

4.9.1 Environmental Setting

The proposed project is located in the western portion of the City of Burbank (City), at 3001 North Hollywood Way. The Hollywood-Burbank Airport (Airport) is located immediately to the west and the south of the project site. The project site has two land use designations in the *General Plan*: Golden State Commercial/Industrial and Airport.

Approximately 43 acres of the project site is designated as Golden State Commercial/Industrial, while the other 18 acres is designated as Airport. The area of the Golden State Commercial/Industrial land use designation serves as the City's industrial hub as well and includes a variety of commercial uses supportive of the Airport and media related businesses. A maximum of 1.25 floor-to-area ratio (FAR) has been established for this land use designation.

The Airport land use designation encompasses the Hollywood-Burbank Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority (Airport Authority). This land use designation is intended to accommodate uses directly related to airport and aircraft operation including landing fields, passenger and freight facilities, and facilities for fabricating, testing, and servicing aircrafts.

Similarly, the project site also includes two zoning districts. The zoning designation for the 43-acre portion of the project site is General Industrial (M-2) while the westernmost 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials, while parcels designated as AP are intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility.

The Replacement Terminal project at the Airport, which is designed to replace the existing terminal, is planned to be located northeast of the Airport's runways. The proposed project would

[383] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013.

[384] City of Burbank. 2017. City of Burbank Municipal Code.

[385] Los Angeles County Airport Land Use Commission. 2004. Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan. Adopted December 19, 1991. Revised December 1, 2004.

be located adjacent to this new terminal. North Hollywood Way is immediately east of the project site, and North San Fernando Boulevard and Cohasset Street are north of the project site.

The surrounding land uses include the aforementioned Airport, airport surface parking, some industrial and storage uses, and vacant land that is zoned M-2 and AP.

4.9.2 Regulatory Setting

Federal

Federal Aviation Administration

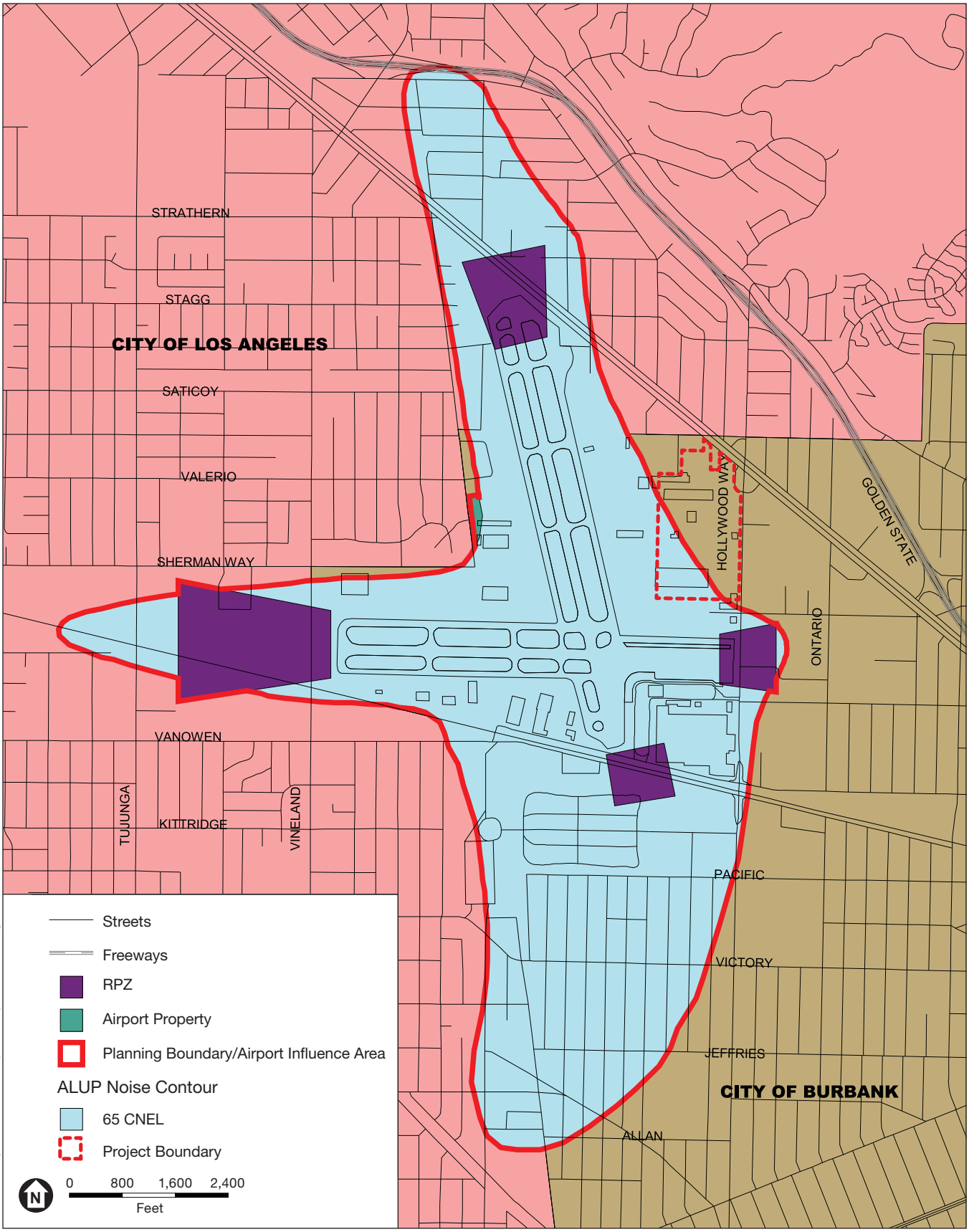
The FAA's primary role is to promote aviation safety and control the use of airspace. The FAA enforces safety standards and investigates and corrects violations as appropriate. The City's Planning Division is seeking FAA's environmental clearance and unconditional approval of the portion of land in the adopted Comprehensive Land Use Plan (CLUP) that covers the Project footprint (**Figure 4-9.1,** *The Hollywood Burbank Airport Influence Area*). Federal regulations applicable to compatible land use include, but are not limited to, 14 Code of Federal Regulations Part 77 (14 CFR Part 77), Safe, Efficient Use, and Preservation of the Navigable Airspace; 14 CFR Part 150, Airport Noise Compatibility Planning; FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or near Airports; and FAA Order 5200.5A, Waste Disposal Sites on or near Airports.

State

California Airport Land Use Planning Handbook

Concerning airport land use planning, State of California standards are shaped by a number of regulations pertaining to noise, which are in turn presented in the 2011 California Airport Land Use Planning Handbook (Caltrans Handbook). The Caltrans Handbook was prepared by the California Department of Transportation and provides guidance for meeting the baseline airport safety and land use compatibility requirements as a whole. This document spans a range of State regulations and guidance for establishing potential standards for an Airport Land Use Commission (ALUC) to adopt. However, as stated in the Caltrans Handbook, ALUCs are free to be more restrictive than the State's guidance when their local conditions warrant doing so.

In particular, the Caltrans Handbook applies to all ALUCs that have been established in the California State Aeronautics Act (SSA) pursuant to Public Utilities Code (PUC), Section 21001 et seq., and it also sets forward the guidance that enables ALUCs to prepare, adopt, and amend an airport land use compatibility plan (ALUCP), which is generally the primary legal document for guiding airport land use compatibility planning in the vicinity of an airport. These plans are required by State law to provide noise, safety, airspace protection, and overflight requirements and analysis for each airport. Overflight requirements are largely focused on disclosure to future residential property owners of the effects of aircraft operations including, but not limited to, noise, fumes, and glare. Thus, future ALUCP updates undertaken by the ALUC concerning the Airport would be required to meet the standards in the Caltrans Handbook.



SOURCE: Los Angeles County, 2003

Avion Burbank Project

Figure 4.9-1
The Hollywood Burbank Airport Influence Area

ESA

Local

City of Burbank

The following *General Plan* policies pertain to land use compatibility for the proposed project.

Land Use Element

Goal 1 – Quality of Life: Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors.

Policy 1.1: Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.

Policy 1.2: Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.

Goal 3 – Community Design and Character: Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.

Policy 3.5: Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.

Policy 3.7: Ensure that lots and building appropriately interact with and address public streets.

Policy 3.11: Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.

Policy 3.12: Require that new development tie into the City's grid street pattern.

Goal 6 – Economic Vitality and Diversity: Burbank has a healthy and diverse economy and provides for a full range of retail, commercial, office, and industrial uses. Businesses contribute to community character and economic vitality by supporting neighborhood, community, and regional needs and providing diverse employment opportunities.

Policy 6.1: Recruit and attract new businesses. Use these businesses to act as catalysts to attract other businesses. Continue to utilize public-private partnerships and other incentives to enhance economic vitality.

Policy 6.6: Require new large commercial and office projects to provide services, proportionate to their size, that benefit employees, including child care, fitness facilities, rail and bus transit facilities, and personal services.

Goal 12 – Golden State Commercial/Industrial Land Use: The Golden State Commercial/ Industrial corridor continues to support a diverse range of employment opportunities, playing a key role in the City's economy.

Policy 12.3: Ensure that a balanced mix of commercial and industrial uses is provided in the area.

Policy 12.6: Within the Airport Influence Area, encourage land uses that are compatible with the Bob Hope Airport. Projects occurring within the Airport Influence Area should be compatible with the adopted Los Angeles County Airport Land Use Plan.

General Plan Land Use Designations

The project site has *General Plan* land Use designations of Golden State Commercial/Industrial (43 acres) and Airport (18 acres). The following *General Plan* land use designations are relevant to the project:

Golden State Commercial/Industrial: The *General Plan* Land Use Element describes that the Golden State Commercial/Industrial land use designation provides for an increased presence of commercial uses in an otherwise traditionally industrial corridor along the southern and eastern fringes of the Airport. The maximum floor area ratio (FAR) for non-residential uses is 1.25 and the maximum allowable residential density is 27 dwelling units per acre (du/ac), with the potential for niche residential (e.g., lofts, live-work spaces) that are compatible with the generally industrial character of the area.

Airport: The *General Plan* Land Use Element describes that the Airport land use designation primarily provides for uses directly related to the Airport and aircraft operation, which could include landing fields; passenger and freight facilities; and facilities for fabricating, testing, and servicing aircraft No residential density or intensity has been provided for this designation and the maximum floor area is determined by the zoning designation.

As noted in Chapter 3, *Project Description*, the proposed project would involve approval of a General Plan Amendment that would convert the current portion of the project site designated as Airport to Golden State Commercial/Industrial, thereby rendering the entire project site as Golden State Commercial/Industrial.

Mobility Element

Goal 1 - Balance: Burbank's transportation system ensures economic vitality while preserving neighborhood character.

Policy 1.4: Ensure that future land uses can be adequately served by the planned transportation system.

Noise Element

Goal 5 – Aircraft Noise: Burbank achieves compatibility between airport-generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses**.**

Policy 5.1: Prohibit incompatible land uses within the airport noise impact area.

Policy 5.2: Work with regional, state, and federal agencies, including officials at Bob Hope Airport, to implement noise reduction measures and to monitor and reduce noise associated with aircraft.

Policy 5.3: Coordinate with the Federal Aviation Administration and Caltrans Division of Aeronautics regarding the siting and operation of heliports and helistops to minimize excessive helicopter noise.

Policy 5.4: Within the Airport Influence Area, seek to inform residential property owners of airport generated noise and any land use restrictions associated with high noise exposure.

Safety Element

Goal 5 – Seismic Safety: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events**.**

Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.

Goal 7 – Airport Hazards: Threats to public safety, lives, and property resulting from an airport-related incident are reduced**.**

Policy 7.1: Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.

Policy 7.2: Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.

Goal 8 –Hazardous Materials: Threats to public safety, lives, and property resulting from an airport-related incident are reduced**.**

Policy 8.4: Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.

City of Burbank Municipal Code

Zoning Regulations

The City of Burbank Municipal Code, Title 10, provides the City with its zoning regulations and standards, which establish a set of regulations for controlling the uses of land; density of population: uses and locations of structures; height and bulk of structures: open spaces around structures: the appearance of certain uses and structures: areas and dimensions of sites: the location, size, and illumination of signs and displays; requirements for off-street parking and off-street loading facilities; and procedures for administering and amending such regulations and requirements. These regulations serve as an implementation mechanism for the *General Plan,* and its central purpose is to promote the public health, safety, peace, comfort, convenience, prosperity and welfare of the City and its inhabitants.

The existing zoning for the project site consists of two zones: M-2 (General Industrial) and AP (Airport). Pursuant to the City's Zoning Code, Section 10-1-502, there are a number of permitted uses in the M-2 Zone.

As stated in Chapter 3, *Project Description,* Burbank Municipal Code Section 10-1-19121 specifies that approval of a Planned Development would cause the Zoning Map to be changed to reflect the Planned Development (PD) designation for the project site; therefore, the current M-2

and Airport zoning designations would be changed to PD after approval by the Burbank City Council. In addition, the allowable permitted uses and the various development standards would be as specified in the Planned Development and Development Agreement.

Title 9 (Building Code)

The California Building Code has been amended and adopted as Title 9 (Building Code) of the City of Burbank Municipal Code. Title 9 regulates all building and construction projects within the City limits and provides standards concerning building design and construction. These minimum standards include specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, in addition to grading activities.

Heights Surrounding Hollywood-Burbank Airport

Title 10, Article 13, Division 2 of the Municipal Code for the City of Burbank presents a map for the FAA filing requirements for Form 7460-1, Notice of Proposed Construction or Alteration. All projects that are within specially identified zones must file a Form 7460-1 to the FAA and present proof of permitting approval from the FAA to the City in order to receive City permitting and additional entitlements.

Los Angeles County Airport Comprehensive Land Use Plan

The 2004 Los Angeles County Airport Comprehensive Land Use Plan (CLUP) is the airport land use compatibility planning document that allows the acting ALUC, the Los Angeles County Department of Regional Planning (DRP), to review and make recommendations concerning certain projects within the Airport Land Use Commissions (ALUC) planning boundaries. The DRP can make recommendations on projects, and can also determine consistency or inconsistency for the projects that are located within the airport influences areas (AIAs) for the various airports in Los Angeles County, including Hollywood-Burbank Airport.

The CLUP provides the AIA for the Airport, and it is bounded by the extent of the 65 Community Noise Equivalent Level (CNEL) contour as generated during the preparation of the 2004 CLUP. The southwest portion of the project site, approximately 17 acres in size, is located in the AIA.

In particular, the CLUP contains the following policies that pertain to the proposed project:

> **G-1:** Require new uses to adhere to the Land Use Compatibility Chart [located on page 13 of the Los Angeles County CLUP].
>
> **G-4:** Prohibit any uses which will negatively affect safe air navigation.
>
> **N-1:** Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.
>
> **N-2:** Require sound insulation to insure a maximum interior 45dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.
>
> **S-5:** Prohibit uses which attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.

S-6: Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

S-7: Comply with the height restriction standards and procedures set forth in FAR Part 77 [now 14 CFR Part 77].

4.9.3 Thresholds of Significance

According to Appendix G of the State *CEQA Guidelines,* the proposed project could have a potentially significant impact with respect to Land Use and Planning if it would:

- 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 purposed of avoiding or mitigating an environmental effect (see **Impact 4.9-1**, below).

The proposed project would result in no impacts related to dividing an established community or conflicts with a habitat conservation or natural community conservation plan; therefore, these issues do not require any further analysis in this Draft EIR (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in the Initial Study/Notice of Preparation and subsequently the EIR is included in Section 5.1.7, *Effects Found Not to Be Significant*, and the IS/NOP is included in Appendix A.).

4.9.4 Methodology

The analysis of land use consistency assesses whether the proposed project would be in conformance with (or not conflict with) adopted regional and local plans, policies and regulations that are applicable to the proposed project and project site. Consistent with the requirements of *CEQA*, this discussion focuses on those goals and policies that relate to avoiding or mitigating environmental impacts and provides an assessment of whether any inconsistency with these goals and policies could create a significant physical impact on the environment.

4.9.5 Impact Analysis

Conflict with Applicable Plans, Policies, or Regulations

Impact 4.9-1: The proposed project would not 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 purposed of avoiding or mitigating an environmental effect. (Less-than-Significant Impact)

General Plan Consistency

Table 4.9-1, *Consistency of Proposed Project with Burbank2035 General Plan Policies* provides a detailed breakdown of the proposed project's consistency with the applicable policies found in the *General Plan*. As described, the proposed project would be consistent with the applicable policies of the *General Plan* that serve to avoid or mitigate an environmental effect. Therefore, implementation of the proposed project would not result in impacts related to conflict with relevant *General Plan* goals and policies.

TABLE 4.9-1
CONSISTENCY OF PROPOSED PROJECT WITH BURBANK2035 GENERAL PLAN POLICIES

Policy #	Policy Text	Consistency Statement
Air Quality and Climate Change Element		
Goal 1	Reduction of Air Pollution: The health and sustainability of the city, county, and Basin are improved by planning and programs that reduce air pollutants. Policies that reduce fossil fuel combustion (by reducing vehicle miles traveled and promoting conservation and use of renewable energy) lessen adverse impacts on both air quality and climate change.	Consistent. Mitigation Measure AIR-1 has the potential to reduce employee VMT by approximately 3.1 percent, while Mitigation Measures AIR-2 and AIR-3 would limit NOx emissions resulting from construction and operation of the proposed project, which in turn would further decrease air pollution.
Policy 1.3	Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable state and federal air quality and climate change programs.	Consistent. The project is served by a high level of public transit. The project is approximately 0.9 mile from the existing BurbankAirport South Metrolink Station and will be adjacent to the Burbank Airport-North Metrolink station. In addition, there will be three local Metro bus stops, with on existing and two added by the project, adjacent to the project site. Mitigation measures would also be implemented to encourage the use of public transit.
Policy 1.5	Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	Consistent. The project would incorporate PDFs for construction and operation to reduce air quality impacts. For construction, the project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (this applies to operations as well). For operations, the project would incorporate mandatory and voluntary measures of the CALGreen Code. The project would reduce energy and water consumption, plant 919 trees, provide the prewiring for 144 electric vehicle charging stations, four bike share stations, and connectivity to the Burbank Airport-North Metrolink station.
Policy 1.6	Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	Consistent. The project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions.
Policy 1.9	Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent. The project would install the prewiring for 144 electric vehicle charging stations, provide four bike sharing stations, and provide on-street bicycle lanes along North Hollywood Way and Tulare Avenue. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the Citywide Transportation Management Organization. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.
Goal 2	Sensitive Receptors: Burbank is committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.	Consistent. The proposed project would provide mitigation measures aimed at minimizing the toxic air contaminant exposure of sensitive receptors to a less-than-significant level.
Policy 2.1	Mitigate emissions from retail food grilling and barbequing (indoor and outdoor) through the use of industry-specific equipment.	Consistent. The project would include restaurants on-site as part of its retail land use. The restaurants would comply with industry-specific equipment to reduce emissions from grilling and barbecuing.

Policy #	Policy Text	Consistency Statement
Policy 2.2	Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.	Consistent. The proposed project is sited away from sensitive uses. The proposed project has undergone preliminary design for the purposes of environmental review and has therefore been planned and designed to mitigate any potential impacts to sensitive uses.
Policy 2.3	Require businesses that cause air pollution to provide pollution control measures.	Consistent. The creative industrial spaces would generate daily trips from heavy-duty diesel delivery trucks. Mitigation measures would be implemented to reduce emissions during loading/unloading activities. Potential measures include requiring signage to be posted at all loading docks and/or delivery areas directing drivers to shut down their trucks after 5 minutes of idle time and requiring loading docks or dedicated delivery areas to provide on-site electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use on site. Such projects shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections. Also, project site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling policy. Any other emission sources from the future tenants will be contained by the air permitting program of the SCAQMD.
Land Use Element		
Goal 1	Quality of Life: Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors.	Consistent. The proposed project would provide high-quality development that has undergone a thoughtful and rigorous planning process to ensure that the project balances the needs of all users, residents, and visitors.
Policy 1.1	Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.	Consistent. The proposed project is a non-residential project with a variety of proposed land uses, including commercial and retail uses, office space, and light industrial uses. These land uses would support the needs of Burbank residents, businesses, and visitors. Further, the proposed project would provide opportunities for commerce, employment, cultural, entertainment, and socializing.
Policy 1.2	Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.	Consistent. The proposed project is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation. This is discussed through this section of the Draft EIR, *Land Use and Planning*.
Goal 3	Community Design and Character: Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.	Consistent. The proposed project would be modern, aesthetically pleasing, and would reflect Burbank's aviation history. These design elements would contribute to a strong sense of place and would be reflective of the past.
Policy 3.5	Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.	Consistent. The proposed project would provide high-quality development that reflects the character of the surrounding Airport and neighborhood. The project has been designed to incorporate the previous uses at the project site to maintain its historical value to the City and Airport.
Policy 3.7	Ensure that lots and buildings appropriately interact with and address public streets.	Consistent. The proposed project has been designed pursuant to all applicable laws and regulations, including the Burbank Municipal Code, which addresses building setback and access requirements.

Policy #	Policy Text	Consistency Statement
Policy 3. 11	Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.	Consistent. The proposed project is undergoing the development review process to ensure that the buildings and design of the project site would appropriately impact community character and its future legacy. The project has been designed to incorporate the previous uses at the project site to maintain its historical value to the City and Airport.
Policy 3.12	Require that new development tie into the City's grid street pattern.	Consistent. The proposed project has been designed so that it would seamlessly integrate into the City's existing grid street pattern. The proposed project includes additions and improvements to the local transportation network and infrastructure.
Goal 4	Public Spaces and Complete Streets: Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.	Consistent. The proposed project would involve multimodal development and include pedestrian, bicycle, and transit connections, along with public open spaces, that promote complete streets and enhance community character.
Policy 4.9	Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.	Consistent. The proposed project would provide a landscape plan that conforms to the 2015 Model Water Efficient Landscape Ordinance (MWELO) and meets shading standards as presented in the Burbank Municipal Code.
Goal 6	Economic Vitality and Diversity: Burbank has a healthy and diverse economy and provides for a full range of retail, commercial, office, and industrial uses. Businesses contribute to community character and economic vitality by supporting neighborhood, community, and regional needs and providing diverse employment opportunities.	Consistent. The proposed project would provide retail, commercial, office, and light industrial uses. The variety of uses that would be provided at the project site would allow for various businesses to occupy the site and serve the community. Given the variety of proposed land uses, and the flexibility of square footages of uses (e.g. offices can be between 6,500 and 22,500 sf), the project would provide an array of employment opportunities.
Policy 6.1	Recruit and attract new businesses. Use these businesses to act as catalysts to attract other businesses. Continue to utilize public-private partnerships and other incentives to enhance economic vitality.	Consistent. The proposed project would provide competitive, modern space that would allow for businesses to establish themselves within the region, which would subsequently attract other businesses. The proposed project would provide regional and local transportation improvements, thereby utilizing public-private partnerships, and would enhance economic vitality of the area by increasing transit connectivity and reliability; these improvements would allow people from the region to more easily patronize the project site.
Policy 6.6	Require new large commercial and office projects to provide services, proportionate to their size, that benefit employees, including child care, fitness facilities, rail and bus transit facilities, and personal services.	Consistent. The proposed project would provide a wide variety of amenities accessible to employees of the project site. The project would include bike-share stations and bike lanes, prewiring for electric vehicle charging stations, improved rail and bus facilities, restaurants and dining areas, and open space,
Goal 12	Golden State Commercial/Industrial Land Use: The Golden State Commercial/ Industrial corridor continues to support a diverse range of employment opportunities, playing a key role in the City's economy.	Consistent. The proposed project is being designed to meet the standards of the Golden State Commercial/Industrial land use designation.
Policy 12.3	Ensure that a balanced mix of commercial and industrial uses is provided in the area.	Consistent. The proposed project would provide a mix of commercial, retail, office, and industrial uses on a previously unutilized site, causing an increase in the diversity of land uses in the region.
Policy 12.6	Within the Airport Influence Area, encourage land uses that are compatible with the Bob Hope Airport. Projects occurring within the Airport Influence Area should be compatible with the adopted Los Angeles County Airport Land Use Plan.	Consistent. The proposed project would be compatible with the land uses allowed within the Airport Influence Area, per the Los Angeles County Airport Land Use Plan.

Policy #	Policy Text	Consistency Statement
Mobility Element		
Goal 1	Balance: Burbank's transportation system ensures economic vitality while preserving neighborhood character.	Consistent. The transportation features within the proposed project would be designed to diversify transportation modes while strengthening economic vitality by providing connectivity from the Metrolink station to the Airport and the mixed use campus and providing 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
Policy 1.4	Ensure that future land uses can be adequately served by the planned transportation system.	Consistent. Transportation elements within the project area would be designed. The proposed project would provide connectivity from the Metrolink station to the Airport and the mixed-use campus, and would further provide 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
Noise Element		
Goal 5	Aircraft Noise: Burbank achieves compatibility between airport-generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.	Consistent. Land uses within the plan area would not be residential and would be compatible in relation to the Airport uses.
Policy 5.1	Prohibit incompatible land uses within the airport noise impact area.	Consistent. No incompatible land uses with the Airport would be developed within the project site.
Policy 5.3	Coordinate with the Federal Aviation Administration and Caltrans Division of Aeronautics regarding the siting and operation of heliports and helistops to minimize excessive helicopter noise.	Consistent. The proposed project is undergoing the development review process, including consultation with responsible agencies, to ensure that that the project would be in compliance with all applicable noise requirements.
Open Space and Conservation Element		
Policy 6.1	Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.	Consistent. While studies have identified no cultural, historical, archeological, or paleontological resources on-site, the proposed project would appropriately address any on-site discoveries in handling potential resources and utilizing qualified staff.
Safety Element		
Goal 5	Seismic Safety: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.	Consistent. The proposed project would be designed to meet building and seismic safety standards, and minimize the loss and damage of property.
Policy 5.3	Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.	Consistent. The proposed project is in conformance with the California Building Code, and is designed to satisfy all seismic design provisions found in the current California Building Standards Code as they relate to geologic, seismic, and slope hazards.
Goal 7	Airport Hazards: Threats to public safety, lives, and property resulting from an airport-related incident are reduced.	Consistent. The proposed project is compatible with the Los Angeles County Airport Land Use Plan and would thus reduce threats to public safety, lives, and property resulting from an airport-related incident.
Policy 7.1	Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.	Consistent. The proposed project is compatible with the Los Angeles County Airport Land Use Plan.
Policy 7.2	Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.	Consistent. The proposed project is compatible with the Los Angeles County Airport Land Use Plan, and meets all land use, density, and building height standards as they relate to the operation of the Airport.
Policy 8.4	Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.	Consistent. The proposed project would be adequately served by the Burbank Fire Department in all manners, including hazardous materials response capabilities.

Zoning Code Consistency

Section 10-1-502 of the Burbank Municipal Code lists uses that would be permitted or conditionally permitted within the project site. The mix of uses found within the proposed project are included in the list of permitted or conditionally permitted uses. Sections 10-1-19118 allows for the proposed project to establish a Planned Development designation, which grants an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards, and which also would create a desirable, functional community environment under the controlled conditions of a development plan. Permitted and conditional uses are allowed to be developed within a PD, based on an approved PD and Development Agreement, and also adopted pursuant to the provisions of this division of the Municipal Code. Per Section 10-1-19124, PDs are also required to undergo design review, and meet a number of design standards. As described in Chapter 3, Project Description, the proposed project would involve quality design consistent with the development standards outlined in the Municipal Code. As required by the Municipal Code, applications for the PD and subsequent design review have been submitted along with the development plans for the proposed project. Thus, the proposed project would ensure consistency with the existing and proposed zoning designation. Implementation of the proposed project would result in less-than-significant impacts concerning potential conflicts with the Zoning Code.

Aircraft Hazard and Land Use Risk Assessment

An Aircraft Hazard and Land Use Risk Assessment has been prepared for the proposed project to evaluate the potential airport hazard and land use compatibility impacts resulting from implementation of the proposed project, largely in relation to its proximity to the Airport. The proposed project is consistent with the CLUP, with a more detailed discussion of the project's consistency with specific policies provided in Section 4.7, *Hazards and Hazardous Materials* and Section 4.10, *Noise*, of this EIR. As summary of the impact analysis concerning compatibility with the CLUP is provided below.

In terms of noise, a portion of the project site would be located and develop within the AIA for the Airport, and a very small portion of the project site would be in the 2017 65 CNEL contour, which suggests avoiding educational facilities and exercising caution for residential and commercial uses. However, the proposed project would only contain industrial, creative office, hotel and retail land uses and parking spaces within the 2017 65 CNEL contour and the Hollywood-Burbank Airport AIA, which is a compatible use within the 2017 65 CNEL contour and features no restrictions. Thus, the proposed project is compatible with existing noise policies.

Regarding safety, the Los Angeles County CLUP requires in policies that appropriate uses be used for areas located within any AIAs, including the AIA for the Airport. As indicated in the noise analysis, the proposed project would only provide compatible and satisfactory uses in the portions of the project located within the AIA. In addition, the project operations would not create any new wildlife attractants or generate smoke or electrical interference that may be detrimental to aircraft operations. Therefore, the proposed project is compatible with existing safety Policies S-5 and S-6 of the Los Angeles County CLUP. While the Airport does not provide any specific delineated safety zones, the areas of the project site located within the AIA for Hollywood

Burbank Airport contain industrial uses and parking spaces of a lower intensity, and it is anticipated that these uses would not generate high concentrations of people.

Regarding airspace protection, the proposed project has met its Burbank Municipal Code requirements of submitting a Form 7460-1 to the FAA. The FAA Southwest Regional Office, Obstruction Evaluation Group, issued a determination of no hard to air navigation letter on July, 21 2016, which contained an approved aeronautical study of the project site., and The FAA has determined that the project would provide no hazard to air navigation. The proposed buildings within the project site do not exceed obstruction standards per the FAA. Additionally, the FAA found that special marking and lighting are not required for any buildings within the project site. Thus, the proposed project is compatible with existing airspace protection policies.

Regarding overflight, which is largely based on noise and flight tracks at the airport, the project site is an area immediately adjacent to one of the Airport runways and would generally not be subject to direct overflights. Thus, any overflight impacts would be minimal and the proposed project is compatible with existing overflight policies.

Thus, the proposed project is consistent with the *General Plan*'s policies and goals, the municipal code and the County's CLUP, no mitigation measures are required, and impacts are less than significant.

Mitigation Measures: None required.

4.9.6 Cumulative Impact Analysis

The geographic scope of the analysis of cumulative land use impacts includes areas that are currently, or anticipated to be, subject to the provisions of the *General Plan*, Zoning Ordinance, and/or Specific Plans. The cumulative study area includes the City of Burbank. The City is fully built out, and no additional land is located within its sphere of influence.

The mixture of office, retail, and industrial uses, a hotel, and surface parking that are planned for the proposed project are consistent with, and allowed under, the Golden State Commercial/Industrial land use designation as identified in the City of Burbank 2035 General Plan. The proposed project would be implemented and operated consistent with all relevant regulations and development standards as they pertain to the Golden State Commercial/Industrial land use designation.

A cumulative land use impact would result from the conversion of undeveloped land and proposed land uses in a manner that is inconsistent with land use plans, policies, and regulations applicable to the project. Similar to the proposed project, projects identified in Table 4.0-1 are assumed to be consistent with the land use designations and zoning applicable to their respective locations, or will be made consistent upon entitlement. It is assumed that for projects identified in Table 4.0-1, minor impacts associated with a project's inconsistency with avoiding or reducing environmental impacts associated with an adopted land use plan or regulation would be mitigated to less-than-significant levels. Therefore, cumulative impacts associated with inconsistencies between the proposed project, and other past, present, and other probable future projects in the

vicinity of the proposed project, with respect to local land use plans and regulations, including the City of Burbank's 2035 General Plan, the ALUCP, and the City of Burbank Municipal Code, are considered to be less than significant.

Mitigation: None required.

4.10 Noise

This section analyzes potential noise and vibration impacts that would result from the project. The analysis describes the existing noise environment in the project area, estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the project, and identifies the potential for significant impacts. Noise worksheets and technical data used in this analysis are provided in Appendix I, Noise and Vibration Technical Report, of this Draft EIR.

4.10.1 Environmental Setting

Noise and Vibration Basics

Noise Principals and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound and the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses the propagation and control of sound.[386]

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.[387] Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[388]

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise

386 M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.
387 M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.
388 M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.

measurements.[389] Representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 4.10-1**.

Noise Exposure and Community Noise

An individual's noise exposure is a measure of noise over a period of time. A noise level is a measure of noise at a given instant in time. The noise levels presented in Figure 4.10-1 are representative of measured noise at a given instant in time; however, they rarely persist consistently over a long period of time. Rather, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.[390]

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:[391]

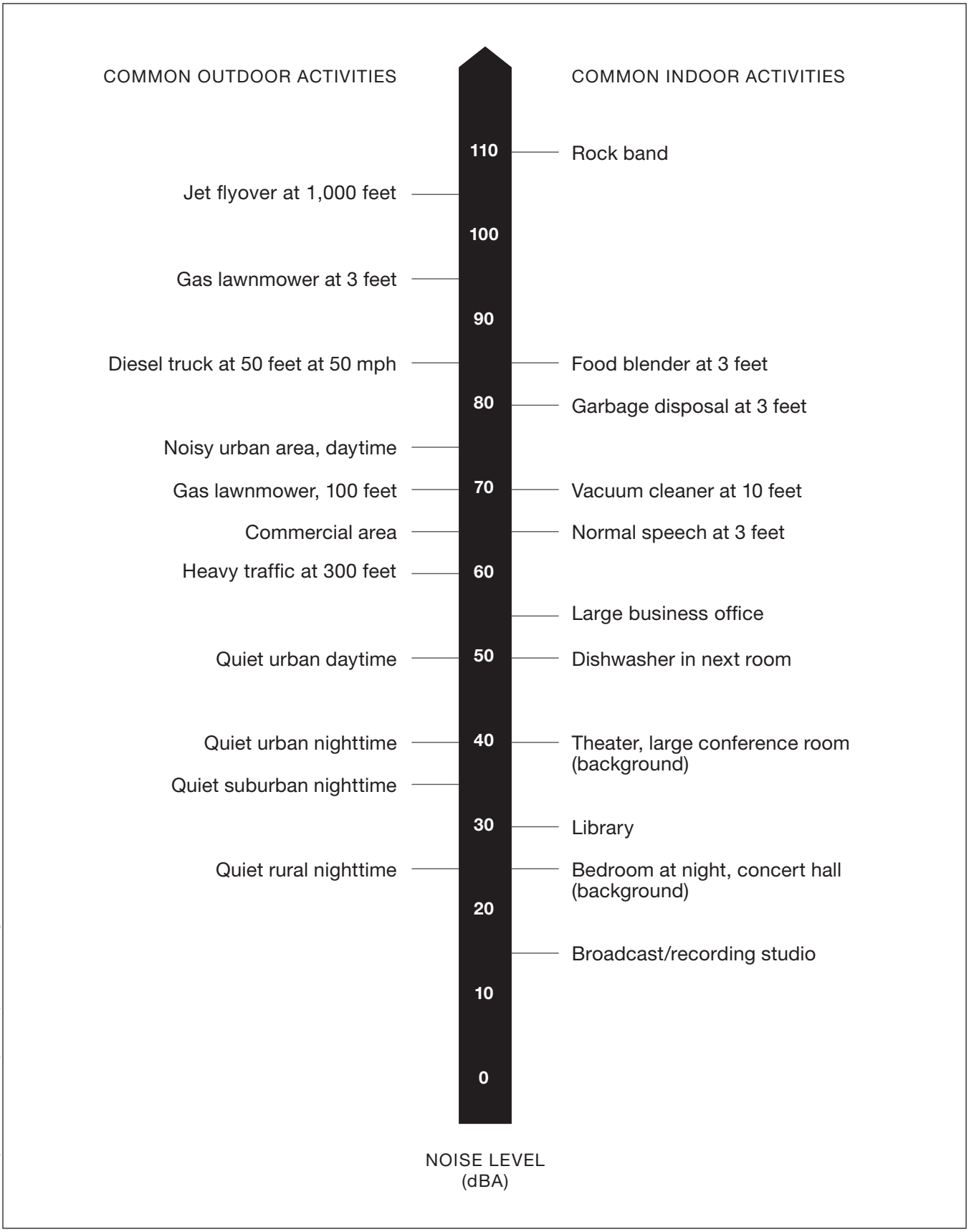
L_{eq}: The equivalent (or average) sound level used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded for a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

[389] M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.
[390] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.2.2.1, September, 2013.
[391] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.2.2.2, September, 2013.



D160935.00 - City of Burbank Avion Project\05 Graphics-GIS-Modeling\DEIR\Illustrator

SOURCE: Caltrans

Avion Burbank Project

Figure 4.10-1
Decibel Scale and Common Noise Sources

ESA

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dB to measured noise levels between the hours of 7:00 a.m. to 10:00 p.m. and after an addition of 10 dB to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects of environmental noise refer to those effects that interrupt daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.[392]

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new

[392] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.2.1, September, 2013.

noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[393]

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change in noise levels is considered to be a barely perceivable difference;
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference; and
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source. [394]

Noise Attenuation

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA for acoustically "hard" sites and 7.5 dBA for "soft" sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet, etc.).[395] Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water.[396] No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source.[397] Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered

[393] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.2.1, September, 2013.
[394] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.2.1.1, September, 2013.
[395] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.2, September, 2013.
[396] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.2, September, 2013.
[397] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.2, September, 2013.

bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance).[398]

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources.[399] Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading."[400] Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.[401] Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels.[402] Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have an effect on noise levels.[403]

Fundamentals of Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As discussed in the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual,* operation of construction equipment generates ground vibration. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If the amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage or disrupt the operation of vibration-sensitive equipment such as electron microscopes and advanced technology production and research equipment. Ground vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents.[404]

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS)

[398] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.2, September, 2013.
[399] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.1, September, 2013.
[400] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.1, September, 2013.
[401] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.1, September, 2013.
[402] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.3, September, 2013.
[403] Caltrans, *Technical Noise Supplement* (TeNS), Section 2.1.4.3, September, 2013.
[404] Caltrans, *Transportation and Construction Vibration Guidance Manual*. P. 1, September 2013.

amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity.[405] The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration sensitive equipment.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause structural damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Human annoyance from vibration often occurs when the vibration levels exceed the threshold of human perception by only a small margin. A vibration level that causes annoyance would be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for non-engineered timber and masonry structures is 0.2 inches per second (in/sec) PPV.[406]

In residential areas, the background RMS vibration velocity level is usually around 50 VdB (approximately 0.0013 in/sec PPV). This level is well below the RMS vibration velocity level threshold of perception for humans, which is approximately 65 VdB. An RMS vibration velocity level of 75 VdB is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.[407]

Existing Conditions

The project site is located on a 61-acre site adjacent to the Hollywood-Burbank Airport to the west and bound by North San Fernando Boulevard and North Hollywood Way to the northeast and east, respectively. Approximately 43 acres of the project site is designated as Golden State Commercial/Industrial while the other 18 acres is designated as Airport. The project site is bounded by retail properties to the east and south, Hollywood-Burbank Airport to the west, and retail and residential to the north. The predominant noise source surrounding the project site is airport noise from Hollywood-Burbank Airport. Secondary noise sources include traffic along North San Fernando Boulevard and North Hollywood Way.

To establish conservative ambient noise levels, ambient noise measurements were conducted at four locations, representing the nearby land uses in the vicinity of the project site. The measurement locations, along with existing development, are shown in **Figure 4.10-2**.

[405] FTA, 2006. Transit Noise and Vibration Impact Assessment. May.
[406] FTA, 2006. Transit Noise and Vibration Impact Assessment. May.
[407] FTA, 2006. Transit Noise and Vibration Impact Assessment. May.

The ambient noise measurements were conducted using the Larson-Davis 820 and 824 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 and 824 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of 5 feet above the local grade, at the following locations as shown in Figure 4.10-2:

- **R1:** represents the existing noise environment of the project site. The SLM was placed on the eastern boundary of the project site, along North Hollywood Way.
- **R2:** represents the existing noise environment of the project site and nearby commercial uses. The SLM was placed on the northwestern boundary of the project site along North Kenwood Street.
- **R3:** represents single-family residences along North San Fernando Boulevard approximately 350 feet north of the project site.
- **R4:** represents single-family residences along North San Fernando Boulevard approximately 550 feet northeast of the project site.

Long-term (24-hour) measurements were conducted at location R1, and short-term (15-minute) noise measurements were conducted at locations R2 through R4. Short-term ambient noise measurements were conducted between 9:20 a.m. to 10:30 a.m. on Monday, April 17, and the long-term ambient sound measurement was conducted from Monday, April 17, through Tuesday, April 18, 2017, to characterize the existing noise environment in the project vicinity. A summary of noise measurement data is provided in **Table 4.10-1**. Daytime noise levels ranged from 54 dBA to 73 dBA L_{eq} and nighttime noise levels ranged from 61 dBA to 72 dBA L_{eq} at the project site. Noise levels ranged from 59 dBA to 66 dBA L_{eq} at off-site sensitive receptor locations.

TABLE 4.10-1
SUMMARY OF AMBIENT NOISE MEASUREMENTS

	Measured Ambient Noise Levels [a] (dBA)				
Location, Duration, Existing Land Uses and, Date of Measurements	**Daytime (7 a.m. to 10 p.m.) Hourly L_{eq}**	**Daytime Average Hourly L_{eq}**	**Nighttime (10 p.m. to 7 a.m.) Hourly L_{eq}**	**Nighttime Average Hourly Leq**	**dBA CNEL**
R1 4/17/17 (11:00 a.m. to 11:59 P.m.)/Monday 4/18/17 (12:00 a.m. to 11:00 a.m.)/Tuesday	70-73	71	61-72	67	75
R2 4/17/17 (10:12 a.m. to 10:27 a.m.)/Monday	54	N/A	N/A	N/A	N/A
R3 4/17/17 (9:47 a.m. to 10:02 a.m.)/Monday	59	N/A	N/A	N/A	N/A
R4 4/17/17 (9:22 a.m. to 9:37 a.m.)/Monday	66	N/A	N/A	N/A	N/A

[a] Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix I.
SOURCE: ESA 2017.

SOURCE: NAIP, 2016 (Aerial).

Avion Burbank Project

Figure 4.10-2
Noise Measurement Locations

ESA

Existing Roadway Noise Levels Off site

Existing roadway noise levels were calculated for 34 roadway segments located in the vicinity of the project site. The roadway segments selected for analysis are considered to be those that are expected to be most directly impacted by project-related traffic, which include the roadways that are located near and immediately adjacent to the project site. These roadways, when compared to roadways located further away from the project site, would experience the greatest percentage increase in traffic generated by the project.

Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes at the study intersections analyzed in the project's traffic study prepared by Fehr and Peers.[408] The model calculates the average noise level in CNEL at specific locations based on traffic volumes, average speeds, and project site environmental conditions. The calculated CNEL (at a distance of 40 feet from the roadway right-of-way) from existing traffic volumes on the analyzed roadway segments is shown in **Table 4.10-2**.

Existing Groundborne Vibration Levels

Aside from periodic construction work that may occur throughout the City, other sources of groundborne vibration in the project site vicinity may include automobile and bus travel on local roadways. Traffic at a distance of 50 feet typically generates groundborne vibration velocity levels of approximately 63 VdB (approximately 0.006 in/sec PPV).[409]

Sensitive Receptors

Noise-sensitive land uses are defined as those specific land uses that have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources.

The project site is located along the west side of North Hollywood Way and south side of North San Fernando Boulevard. Existing noise-sensitive uses within 500 feet of the project site include the following:

- Single-family residences along North San Fernando Boulevard approximately 350 feet north of the project site
- Single-family residences along North San Fernando Boulevard approximately 550 feet northeast of the project site

These residences represent the nearest sensitive receptors to the project site, and, therefore, illustrate a worst-case scenario for potential construction and operation sound level increases.

[408] Fehr and Peers, *Traffic Impact Study for the Avion Mixed Use Development Project*, September 2017.
[409] FTA, *Transit Noise and Vibration Impact Assessment*. May 2006.

TABLE 4.10-2
EXISTING ROADWAY NOISE LEVELS

Roadway Segment	Calculated Traffic Noise Levels along the Roadway dBA CNEL
Airport & W Empire Avenue	65.9
Barham Boulevard & Forest Lawn Drive	72.8
Burbank Boulevard & Victory Boulevard	70.6
Clybourn Avenue & Vanowen Street	69.4
I-5 NB Off-Ramp & W Burbank Boulevard	71.0
I-5 SB Off-Ramp/N Front St & E Burbank Boulevard	72.2
N Kenwood Street & Cohasset Street	56.3
N Buena Vista Street & N San Fernando Boulevard	70.8
N Buena Vista Street & W Victory Boulevard	72.3
N Buena Vista Street & Winona Avenue	70.5
N Glenoaks Boulevard & Winona Avenue /Irving Drive	69.3
N Hollywood Way & Burbank Boulevard	73.3
N Hollywood Way & I-5 NB Ramps N San Fernando Boulevard	70.7
N Hollywood Way & I-5 SB Ramps	71.7
N Hollywood Way & Magnolia Boulevard	72.0
N Hollywood Way & N Avon Street	72.9
N Hollywood Way & Riverside Drive	69.9
N Hollywood Way & Thornton Avenue	73.1
N Hollywood Way & Tulare Avenue	72.5
N Hollywood Way & Verdugo Avenue	71.2
N Hollywood Way & W Alameda Avenue	73.8
N Hollywood Way & W Empire Avenue	65.5
N Hollywood Way & W Olive Avenue	72.4
N Hollywood Way & W Victory Boulevard	74.1
N Hollywood Way & Winona Avenue	72.7
N Hollywood Way NB & N San Fernando Blvd WB Ramps	68.1
N Hollywood Way NB Off-Ramp & N San Fernando Boulevard	67.0
N Hollywood Way SB & N San Fernando Blvd EB Ramps	68.6
N Hollywood Way SB Ramps & N San Fernando Boulevard	66.7
N San Fernando Boulevard & Clybourn Avenue/ Strathern Street	68.4
N San Fernando Boulevard & Cohasset Street	66.8
N San Fernando Boulevard & Winona Avenue N San Fernando Boulevard	65.6
N Victory Place & W Burbank Boulevard	73.2
Olive Avenue & Pass Avenue N San Fernando Boulevard	71.5
N San Fernando Boulevard & I-5 SB Ramps N San Fernando Boulevard	66.8
Sunland Boulevard & N N San Fernando Boulevard N San Fernando Boulevard	70.5
Tujunga Avenue & Vanowen Street	71.2
Vineland Avenue & Strathern Street N San Fernando Boulevard	70.5
Vineland Avenue & Vanowen Street	72.4
Vineland Avenue & Victory Boulevard	72.2

SOURCE: ESA 2017.

4.10.2 Regulatory Setting

Federal

Federal Noise Standards

Under the authority of the Noise Control Act of 1972, The U.S. Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, the USEPA issued guidance levels for the protection of public health and welfare in residential land use areas[410] of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA. These guidance levels are not considered as standards or regulations, and were developed without consideration of technical or economic feasibility. There are no Federal noise standards that directly regulate environmental noise related to the construction or operation of the project.

Under the Occupational Safety and Health Act of 1970 (29 U.S.C. Section1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring the noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.

Federal Vibration Standards

The FTA has published data on vibration levels in its 2006 Transit Noise and Vibration Impact Assessment that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4.10-3**.

TABLE 4.10-3
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: FTA 2006. Transit Noise and Vibration Impact Assessment.

In addition, the FTA has also adopted standards associated with human annoyance for ground borne vibration impacts for the following three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the

[410] USEPA, *EPA Identifies Noise Levels Affecting Health and Welfare*. April 1974.

building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 4.10-4**. No vibration thresholds have been adopted or recommended for commercial and office uses.

TABLE 4.10-4
GROUNDBORNE VIBRATION IMPACT CRITERIA FOR GENERAL ASSESSMENT

Land Use Category	Frequent Events [a]	Occasional Events [b]	Infrequent Events [c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB [d]	65 VdB [d]	65 VdB [d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

[a] "Frequent Events" is defined as more than 70 vibration events of the same source per day.
[b] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
[c] "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

SOURCE: FTA 2006. Transit Noise and Vibration Impact Assessment.

State

California Noise Standards

The State of California does not have statewide standards for environmental noise, but the California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise compatibility by different land uses types is categorized into four general levels: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For instance, a noise environment ranging from 50 dBA CNEL to 65 dBA CNEL is considered to be "normally acceptable" for multi-family residential uses, while a noise environment of 75 dBA CNEL or above for multi-family residential uses is considered to be "clearly unacceptable." In addition, California Government Code Section 65302(f) requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise.

These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

California Vibration Standards

There are no State vibration standards. Moreover, according to the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual*, there are no official Caltrans standards for vibration.[411] However, this manual provides guidelines that can be used as screening tools for assessing the potential for adverse vibration effects related to structural damage and human perception. The manual is meant to provide practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. The vibration criteria established by Caltrans for assessing structural damage and human perception are shown in **Table 4.10-5** and **Table 4.10-6**, respectively.

TABLE 4.10-5
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

[411] Caltrans, *Transportation and Construction Vibration Guidance Manual*. September 2013.

TABLE 4.10-6
CALTRANS VIBRATION ANNOYANCE POTENTIAL CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

Local

City of Burbank 2035 General Plan Noise Element

The California Government Code Section 65302(g) requires that a noise element be included in the general plan of each county and city in the State. The Noise Element of the *Burbank2035 General Plan* is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. Overall, the City's Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation regulations, strategies, and programs as well as delineating Federal, State, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise.

The City's noise standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the Department of Health Services (DHS) for use in assessing the compatibility of various land use types with a range of noise levels. The City's noise/land use compatibility guidelines for land uses are shown in **Table 4.10-7**, *City of Burbank Guidelines for Noise Compatible Land Use*. These criteria are the basis for the development of specific Noise Standards.

TABLE 4.10-7
CITY OF BURBANK GUIDELINES FOR NOISE COMPATIBLE LAND USE

Categories	Exterior Normally Acceptable (dBA CNEL/L_{dn}) [a]	Exterior Possibly Acceptable (dBA CNEL/L_{dn}) [b]	Exterior Normally Unacceptable (dBA CNEL/L_{dn}) [c]	Interior Acceptable (dBA CNEL/L_{dn} except where noted) [d]
Residential, single family	Up to 60	61-70	71 and higher	45
Residential, multi-family	Up to 65	66-70	71 and higher	45
Residential, multi-family mixed-use	Up to 65	66-70	71 and higher	45
Transient lodging	Up to 65	66-70	71 and higher	45
Hospitals; nursing homes	Up to 60	61-70	71 and higher	45
Theaters; auditoriums; music halls	Up to 60	61-70	71 and higher	35 dBA L_{eq} [e]
Churches; meeting halls	Up to 60	61-70	71 and higher	40 dBA L_{eq}
Playgrounds; neighborhood parks	Up to 70	71-75	75 and higher	--
Schools; libraries; museums [f]	--	--	--	45 dBA L_{eq}
Offices [g]	--	--	--	45 dBA L_{eq}
Retail/Commercial [g]	--	--	--	--
Industrial	--	--	--	--

[a] Normally acceptable means that land uses may be established in areas with the stated ambient noise level, absent any unique noise circumstances.

[b] Possibly acceptable means that land uses should be established in areas with the stated ambient noise level only when exterior areas are omitted from the project or noise levels in exterior areas can be mitigated to the normally acceptable level.

[c] Normally unacceptable means that land uses should generally not be established in areas with the stated ambient noise level. If the benefits of the project in addressing other Burbank2035 goals and policies outweigh concerns about noise, the use should be established only where exterior areas are omitted from the project or where exterior areas are located and shielded from noise sources to mitigate noise to the maximum extent feasible.

[d] Interior acceptable means that the building must be constructed so that interior noise levels do not exceed the stated maximum, regardless of the exterior noise level. Stated maximums are as determined for a typical worst-case hour during periods of use.

[e] dBA Leq is as determine for a typical worst-case hour during periods of use.

[f] Within the Airport Influence Area, these uses are not acceptable above 65 dBA CNEL if subject to the City's discretionary review procedures.

[g] Within the Airport Influence Area, these uses may be acceptable up to 75 dBA CNEL following review for additional noise attenuation; in excess of 75 dBA CNEL these uses are not acceptable

SOURCE: City of Burbank *General Plan* Noise Element 2013.

In addition, the following objectives and policies from the City's *General Plan* Noise Element are applicable to the proposed project:

Goal 1: Noise Compatible Land Uses: Burbank's diverse land use pattern is compatible with current and future noise levels.

Policy 1.1: Ensure the noise compatibility of land uses when making land use planning decisions.

Policy 1.2: Provide spatial buffers in new development projects to separate excessive noise generating uses from noise-sensitive uses.

Policy 1.3: Incorporate design and construction features into residential and mixed-use projects that shield residents from excessive noise.

Policy 1.4: Maintain acceptable noise levels at existing noise-sensitive land uses.

Policy 1.5: Reduce noise from activity centers located near residential areas, in cases where noise standards are exceeded.

Policy 1.6: Consult with movie studios and residences that experience noise from filming activities to maintain a livable environment.

Goal 3: Vehicular Traffic Noise: Burbank's vehicular transportation network reduces noise levels affecting sensitive land uses.

Policy 3.1: Support noise-compatible land uses along existing and future roadways, highways, and freeways.

Policy 3.2: Encourage coordinated site planning and traffic management that minimize traffic noise affecting noise-sensitive land uses.

Policy 3.3: Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.

Policy 3.4: Install, maintain, and renovate freeway and highway right-of-way buffers and sound walls through continued work with Caltrans and Los Angeles County Metropolitan Transportation Authority (MTA).

Policy 3.5: Monitor noise levels in residential neighborhoods and reduce traffic noise exposure through implementation of the neighborhood protection plans.

Policy 3.6: Prohibit heavy trucks from driving through residential neighborhoods.

Policy 3.7: Where feasible, employ noise-cancelling technologies such as rubberized asphalt, fronting homes to the roadway, or sound walls to reduce the effects of roadway noise on sensitive receptors.

Policy 3.8: Within the Airport Influence Area, seek to inform residential property owners of airport generated noise and any land use restrictions associated with high noise exposure. Mixed-use development contributes to a thriving community, but can place sensitive receptors adjacent to noisy businesses.

Goal 4: Train Noise: Burbank's train service network reduces noise levels affecting residential areas and noise-sensitive land uses.

Policy 4.1: Support noise-compatible land uses along rail corridors.

Policy 4.2: Require noise-reducing design features as part of transit-oriented, mixed-use development located near rail corridors.

Policy 4.3: Promote the use of design features, such as directional warning horns or strobe lights, at railroad crossings that reduce noise from train warnings.

Goal 5: Aircraft Noise: Burbank achieves compatibility between airport-generated noise and adjacent land uses and reduces aircraft noise effects on residential areas and noise-sensitive land uses.

Policy 5.1: Prohibit incompatible land uses within the airport noise impact area.

Policy 5.2: Work with regional, state, and federal agencies, including officials at Hollywood-Burbank Airport, to implement noise reduction measures and to monitor and reduce noise associated with aircraft.

Policy 5.3: Coordinate with the Federal Aviation Administration and Caltrans Division of Aeronautics regarding the siting and operation of heliports and helistops to minimize excessive helicopter noise.

Policy 5.4: Within the Airport Influence Area, seek to inform residential property owners of airport generated noise and any land use restrictions associated with high noise exposure.

Goal 6: Industrial Noise: Noise generated by industrial activities is reduced in residential areas and at noise-sensitive land uses.

Policy 6.1: Minimize excessive noise from industrial land uses through incorporation of site and building design features.

Policy 6.2: Require industrial land uses to locate vehicular traffic and operations away from adjacent residential areas.

Goal 7: Construction, Maintenance, and Nuisance Noise: Construction, maintenance, and nuisance noise is reduced in residential areas and at noise-sensitive land uses.

Policy 7.1: Avoid scheduling city maintenance and construction projects during evening, nighttime, and early morning hours.

Policy 7.2: Require project applicants and contractors to minimize noise in construction activities and maintenance operations.

Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.

Policy 7.4: Limit the allowable hours of operation for and deliveries to commercial, mixed-use, and industrial uses located adjacent to residential areas.

Municipal Code

The City's noise standards found in Chapter 9-3-208 and Chapter 9-1-1-105.8 of the City of Burbank Municipal Code (BMC), set forth sound measurement criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations.

The City Noise Regulation establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment) within specific land use zones. In accordance with the

Noise Regulation, a noise level from any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device that would exceed 5 dBA over the ambient noise level at an adjacent property line is considered a noise violation. The City's noise standards establish the ambient noise base levels in the zones and during the times as shown in **Table 4.10-8,** *Ambient Noise Base Levels (dBA*).

TABLE 4.10-8
AMBIENT NOISE BASE LEVELS (DBA)

Base Levels, (dBA) L_{eq}	Time	Zone
45	Nighttime [a]	Residential
55	Daytime [b]	Residential
65	Anytime	Commercial
70	Anytime	All other zones

[a] 10:00 p.m. to 7:00 a.m.
[b] 7:00 a.m. to 10:00 p.m.

SOURCE: Burbank Municipal Code, Section 9-3-208, 2008.

According to Section 9-3-208, when the ambient noise base level for the property on which the machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device is located is higher than the ambient noise base level for adjacent property, the ambient noise base levels for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

Chapter 9-1-1-105.8 of the BMC prohibits construction activity which would create disturbing, excessive, or offensive noise between 7:00 p.m. and 7:00 a.m. Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sundays or national holidays. The Community Development Director, Planning Board, or City Council may grant exceptions pursuant to land use entitlements or wherever there are practical difficulties involved in carrying out the provisions of the abovementioned chapter or other specific on-site activity that warrants unique consideration.

4.10.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to Noise if it would:

- Exposure of persons to or generation of noise levels in excess of standards in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (see **Impact 4.10-1**, below);
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels (see **Impact 4.10-2**, below);
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (see **Impact 4.10-3**, below);
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels existing without the project (see **Impact 4.10-4**, below); or
- For a project located with an airport land use plan, or where such a pan 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 (see **Impact 4.10-5**, below).

There are no private airstrips located within the City or vicinity of the project area; therefore, this issue does not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in the EIR and Initial Study/Notice of Preparation, included in Appendix A.)

Noise Criteria

As set forth in the BMC, a project would have a significant noise impact from project construction activities if:

> **BMC Chapter 9-1-1 Section 105.8** Construction activities which would create disturbing, excessive, or offensive noise between 7:00 p.m. and 7:00 a.m. Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturdays (as approved by the City's Building Official), and at any time on Sundays or national holidays and construction equipment activity exceeds the exterior ambient noise levels in Table 4.10-1 by more than 5 dBA.

As set forth in the BMC, a project would have a significant noise impact from project operational activities if:

> **BMC Section 9-3-208** Noise from project-related operational noise sources such as project related traffic, building mechanical/electrical equipment, parking facilities, outdoor gathering areas, and loading dock area exceeds the exterior ambient noise levels in Table 4.10-1.

A project would have a significant impact if project construction and operation would result in a substantial temporary or permanent increase in ambient noise levels, respectively. A substantial increase is defined as a change in noise levels of 5 dBA is considered to be a readily perceivable difference.

Vibration Criteria

The *State CEQA Guidelines* do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." The City of Burbank currently does not have a

significance threshold to assess vibration impacts during construction. Additionally, there are no Federal, State, or local vibration regulations or guidelines directly applicable to the project. However, publications of the FTA and Caltrans are two of the seminal works for the analysis of vibration relating to transportation and construction-induced vibration. The project is not subject to FTA or Caltrans regulations; nonetheless, these guidelines serve as useful tools to evaluate vibration impacts. For the purpose of this analysis, the vibration criteria for structural damage and human annoyance established in the most recent Caltrans' *Transportation and Construction Vibration Guidance Manual*, which are shown previously in Table 4.10-5 and Table 4.10-6, respectively, are used to evaluate the potential vibration impacts of the project on nearby sensitive receptors.

Given the nature of the project as a creative office/industrial space, retail space, and hotel, any "excessive" groundborne vibration or noises that would occur at the project site would be those generated during project construction. During project operation, the project would not involve the use of heavy machinery that is often associated with heavy-industrial uses. The primary source of vibration generated by project operation would be vehicle circulation within the parking facility and truck deliveries to the project site for the proposed creative office/industrial space, retail, and restaurant uses. However, according to the FTA's *Transit Noise and Vibration Impact Assessment*, it is unusual for vibration from vehicular sources (including buses and trucks) to be perceptible, even in locations close to major roads.[412] As such, no sources of "excessive" groundborne vibration or noise levels are anticipated during project operations. Additionally, the project does not include residential uses; thus, the project would not locate new residential uses in an area that would be impacted by any existing sources of groundborne vibration and noise (e.g., commuter railroad line, rapid transit stations, etc.). Accordingly, the groundborne vibration analysis presented in this report is limited to the project's construction activities.

Caltrans Vibration Criteria Project construction activities cause ground-borne vibration levels to exceed 0.5 in/sec PPV for structural damage or exceed 0.04 in/sec PPV for human annoyance.

Airport Noise

The Hollywood- Burbank Airport is also located adjacent to the property boundary to the west. The project would result in a significant impact from airport noise if the following would occur:

Los Angeles County Airport Land Use Commission Criteria: Airport noise contours are over the allowable noise compatibility standard for a given land use.

4.10.4 Methodology

ESA has conducted an acoustical study with respect to potential noise and vibration impacts with construction activities, surface transportation, and other aspects of project operations that are noise and vibration intensive and that have the potential to impact noise-sensitive land uses. The objectives of this noise and vibration study are to:

[412] FTA, Transit Noise and Vibration Impact. May 2006.

a. Quantify the existing ambient noise environment at the proposed project site;

b. Evaluate the construction and operational noise and vibration impacts to nearby noise-sensitive receptors based on applicable City standards and thresholds; and

c. Provide, if needed, noise mitigation measures as required to meet applicable noise regulations and standards as specified by the City of Burbank.

On-site Construction Noise

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level generated by the mix of equipment assumed for all construction activities at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors. More, specifically, the following steps were undertaken to assess construction-period noise impacts.

1. Ambient noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table 4.10-1, *Estimate of Construction Noise Levels (Leq) at Existing Off-site Sensitive Receiver Locations*,);

2. Typical noise levels for each type of construction equipment were obtained from the Federal Highway Administration roadway construction noise model;

3. Distances between construction site locations (noise sources) and surrounding sensitive receptors were measured using project architectural drawings and site plans and Google Earth;

4. The construction noise level was then calculated, in terms of hourly L_{eq}, for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance; and

5. Construction noise levels were then compared to the construction noise significance thresholds identified in Chapter 9-3-208 of the BMC.

Off-site Roadway Noise (Construction and Operation)

Roadway noise impacts have been evaluated using the Caltrans Technical Noise Supplement (TeNS) method based on the roadway traffic volume data provided in the Traffic Study prepared for the project. This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to project development was calculated and compared to baseline noise levels that would occur under the "Without Project" condition.

Stationary Point-Source Noise (Operations)

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as open spaces, outdoor activities, rooftop mechanical equipment, and loading area activity, calculating the hourly L_{eq} noise level from each noise source at sensitive receptor property lines, and comparing such noise levels to existing ambient noise levels. More specifically, the following steps were undertaken to calculate outdoor stationary point-source noise impacts:

1. Ambient noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table 4.10-1, *Estimate of Construction Noise Levels (Leq) At Existing Off-site Sensitive Receiver Locations*);
2. Distances between stationary noise sources and surrounding sensitive receptor locations were measured using project architectural drawings, Google Earth, and site plans;
3. Stationary-source noise levels were then calculated for each sensitive receptor location based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance;
4. Noise level increases were compared to the stationary source noise significance thresholds identified under the Impacts from the Stationary Point-Source Noise Section;
5. For outdoor mechanical equipment, the maximum allowable noise emissions from any and all outdoor mechanical equipment were specified such that noise levels would not exceed the significance threshold identified under the Impacts from the Stationary Point-Source Noise Section;
6. Parking related noise levels were estimated the methodology recommended by FTA for the general assessment of stationary transit noise source. Using the methodology, the project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equations for a parking garage and parking lot:

$$L_{eq}(h) = SEL_{ref} + 10\log(NA/1000) - 35.6 \quad \text{[Parking Garage]}$$

$$L_{eq}(h) = SEL_{ref} + 10\log(NA/2000) - 35.6 \quad \text{[Parking Lot]}$$

Where:

$L_{eq}(h)$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

N_A = number of automobiles per hour; and

7. Combined noise levels from each operational noise source were estimated such that noise levels would not exceed the significance threshold identified below.

Ground borne Vibration (Construction and Operations)

Ground borne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, and making a significance determination based on the significance thresholds described under the Vibration Criteria Section.

Airport Noise

Airport noise impacts were assessed by identifying areas of the project that lie within the City of Burbank's Airport Influence Area (AIA). Project areas within the AIA were then compared to Hollywood-Burbank Airport noise contours based on the land uses' noise compatibility standards set forth in the *General Plan* Safety Element.

4.10.5 Project Design Features

Several project characteristics have the potential to reduce noise and vibration generation and were taken into account in the analysis of potential impacts. In accordance with Chapter 9-1-1-105.8 of the BMC, construction hours for exterior construction and hauling activities that would create disturbing, excessive, or offensive noise would be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sundays or national holidays, unless the Community Development Director, Planning Board, or City Building Official grants exceptions pursuant to land use entitlements or wherever there are practical difficulties involved in carrying out the provisions of the abovementioned chapter or other specific on-site activity that warrants unique consideration. The project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. Engine idling from construction equipment such as bulldozers and haul trucks would be limited to less than 5 minutes at a location if they have diesel engines, to the extent required by State law.

With respect to project operation, all building outdoor mounted mechanical and electrical equipment would be designed to comply with the Noise Regulations, which prohibit noise from any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner that would exceed 5 dBA over the ambient noise level at an adjacent property line.

4.10.6 Impact Analysis

Exceedance of Established Noise Standards

Impact 4.10-1: The proposed project would not expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Less-than-Significant Impact with Mitigation)

On-site Construction Activity and Related Noise

Construction of the project would require the use of heavy equipment during the demolition, grading, and excavation activities at the project site. During each stage of development, there would be a different mix of equipment. As such, construction activity noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Individual pieces of construction equipment anticipated during project construction could produce maximum noise levels of 70 dBA to 85 dBA L_{max} at a reference distance of 50 feet from the noise source, as shown in **Table 4.10-9,** *Construction Equipment Noise Levels.* These maximum noise levels would occur when equipment is operating at full power. However, construction equipment operates at full power periodically for relatively short durations such as when actively lifting materials. Construction equipment typically operate and much lower power levels. Acoustical usage factors are used estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. According to the FHWA's RCNM User's Guide, the usage factor term is used for the computation of L_{eq} noise

levels. The estimated usage factor for the equipment is also shown in Table 4.10-9, which are based on the FHWA's RCNM User's Guide.[413]

During project construction, the closest off-site noise-sensitive receptors that would be exposed to increased noise levels are:

- Single-family residences along North San Fernando Boulevard approximately 350 feet north of the project site
- Single-family residences along North San Fernando Boulevard approximately 550 feet northeast of the project site

TABLE 4.10-9
CONSTRUCTION EQUIPMENT NOISE LEVELS

Construction Equipment	Estimated Usage Factor, %	Noise Level at 50 Feet (dBA, Lmax)
Air Compressors	50%	78
Aerial Lifts	20%	75
Bore/Drill Rig	20%	79
Crane	40%	81
Dump/Haul Trucks	20%	76
Excavator	40%	81
Forklift	10%	75
Generator Sets	50%	81
Grader	40%	85
Paver	50%	77
Pump	50%	81
Roller	20%	80
Rough Terrain Forklift	50%	70
Rubber Tired Dozer	40%	82
Scraper	40%	84
Skid Steer Loader	40%	80
Sweeper	10%	82
Surfacing Equipment	50%	85
Tractor/Loader/Backhoe	25%	80
Trencher	50%	80
Welder	40%	74

SOURCE: FHWA 2006.

[413] Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006.

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are being operated concurrently. The project's estimated construction noise levels were calculated for a scenario in which all construction equipment for all overlapping phases were assumed to be operating simultaneously. Equipment was assumed to be located at the nearest distance from the sensitive receptor for half of the total equipment, while the other half was assumed to be located at the center of the project site. This assumption is based on the fact that activities would occur throughout the site and not just along the project border.

The estimated noise levels at the off-site sensitive receptors were calculated using the FHWA's RCNM, and were based on a maximum concurrent operation of up to 18 pieces of heavy construction equipment (i.e., aerial lift, auger drill rig, excavator, tractor/loader/backhoe, forklift, etc.), which is considered a worst-case evaluation because the project would typically use less total equipment on a daily basis, and thus would generate lower noise levels. In addition, the noise levels were estimated assuming construction activities for Phase 1 would overlap with construction activities for Phase 2. **Table 4.10-10,** *Estimate of Construction Noise Levels (Leq) At Existing Off-site Sensitive Receiver Locations* shows the estimated construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity at the project site.

TABLE 4.10-10
ESTIMATE OF CONSTRUCTION NOISE LEVELS (L_{EQ}) AT EXISTING OFF-SITE SENSITIVE RECEIVER LOCATIONS

Off-site Sensitive Land Uses [a]	Location	Nearest Distance from Construction Activity to Noise Receptor (ft.) [b]	Estimated Maximum Construction Noise Levels (dBA L_{eq}) [c]	Daytime Ambient Noise Levels (dBA L_{eq})	Applicable Standard [d]	Exceed Standard?
R3	North of the project site along North San Fernando Boulevard	350	71	59	64	Yes
R4	Northeast of the project site along North San Fernando Boulevard	550	70	66	71	No

[a] Construction noise levels at R1 and R2 are not estimated since R1 and R2 represent the noise environment at the project site.
[b] The distance represents the nearest construction area on the project site to the property line of the off-site receptor.
[c] The noise levels were estimated assuming some overlap between Phase 1 and Phase 2 of construction.
[d] The applicable BMC standard is the daytime ambient noise levels plus 5 dBA.

SOURCE: ESA 2017.

As shown in **Table 4.10-10**, *Estimate of Construction Noise Levels (Leq) At Existing Off-site Sensitive Receiver Locations*, construction noise levels are estimated to reach a maximum of 71 dBA at sensitive receptor R3 (single-family residential), which would exceed the maximum allowable BMC increase at this location (the ambient noise level of 59 dBA plus 5 dBA), and a maximum of 70 dBA at sensitive receptor R4 (single-family residential), which would not exceed the maximum allowable BMC increase at this location (the daytime noise level of 66 dBA plus 5 dBA). Therefore, the project would result in potentially significant construction noise impacts to noise-sensitive receptor R3.

Off-site Construction Activity and Related Noise

Construction truck trips would not occur during the construction period. Any soil excavated on site would be repurposed and used within the project site boundaries, so haul trucks would not be used to transport soil or debris off site.

According to the Federal Highway Administration, the traffic volumes need to be doubled (100 percent increase) in order to increase noise levels by 3 dBA due to the increase of the traffic.[414] An estimated maximum of approximately 86 delivery truck trips and 704 worker's vehicle trips would occur from the project site on a daily basis. The average daily traffic volumes for the roadways traveled by vendors and workers are greater than 10,000 vehicles.[415] Construction-related traffic volumes of up to 790 trips for delivery trucks and worker vehicle trips would be only an approximately 8 percent increase compared to the existing ADT volumes of 10,000 on the roadways, which would not increase noise levels by 5 dBA over the ambient condition.[416] Therefore, noise impacts from off-site construction traffic would be less than significant.

Impacts Under Existing Traffic Baseline Conditions

Existing roadway noise levels were calculated along various arterial segments adjacent to the project site. Roadway noise attributable to project development was calculated using the traffic noise model previously described and was compared to baseline noise levels in the vicinity.

Project impacts are shown in **Table 4.10-11**. As indicated, the maximum increase in project-related traffic noise levels over existing traffic noise levels would be 5.1 dBA, CNEL, which would occur at North Kenwood Street and Cohasset Street to the north of the project site. This increase in sound level would be slightly above the significance threshold of 5 dBA CNEL increase over ambient noise levels for noise-sensitive uses within the "exterior normally acceptable" category (see Table 4.10-7). The increase in sound levels would be lower than the 5 dBA CNEL threshold for noise-sensitive uses at all the other roadway segments analyzed. The increase in noise at North Kenwood Street and Cohasset Street would occur at an intersection surrounded by parking and warehouse land uses that are not noise-sensitive land uses and for which ambient noise level allowances are not limited based on the data shown in Table 4.10-7. Therefore, off-site traffic related noise impacts from operation of the project under existing baseline conditions would be less than significant.

Impacts Under Future (2019) Traffic Conditions

Future roadway noise levels were also calculated along various arterial segments adjacent to the project as compared to 2019 traffic noise levels that would occur with implementation of the project. Project impacts are shown in **Table 4.10-12**, the maximum increase in project-related traffic noise levels over the future traffic noise levels would be 5.1 dBA, CNEL, which would occur on North Kenwood Street and Cohasset Street, adjacent to the north of the project site. This increase in sound level would be above the significance threshold of 5 dBA CNEL increase for noise-sensitive land uses within the "exterior normally acceptable" category (see Table 4.10-7).

414 Federal Highway Administration, *Highway Noise Prediction Model*. December 1978.
415 Fehr and Peers 2017; ESA 2017.
416 FTA, Transit Noise and Vibration Impact Assessment, Section 5.6, May. 2006.

The increase in sound level would be lower at all other roadway segments analyzed. The increase in noise at North Kenwood Street and Cohasset Street would occur at an intersection surrounded by parking and warehouse land uses that are not noise-sensitive land uses and for which ambient noise level allowances are not limited based on the data shown in Table 4.10-7. Therefore, off-site traffic related noise impacts from operation of the project under future with project condition would be less than significant.

Impacts from On-site Stationary Noise Sources

Fixed Mechanical Equipment

The operation of mechanical equipment typical for developments like the project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. Mitigation Measure NOI-2 is prescribed to comply with noise limitation requirements provided in Chapter 9-3-208 of the BMC. With implementation of MM-NOI-2, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustic louvers, or sound screen/parapet walls, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than 5 dBA. Therefore, with implementation of mitigation measures, operation of mechanical equipment would not exceed the City's thresholds of significance of 5 dBA or greater noise increase and impacts would be less than significant.

TABLE 4.10-11
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING WITH PROJECT CONDITIONS

	Calculated Traffic Noise Levels along the Roadway dBA CNEL				
Roadway Segment	**Existing (A)**	**Existing with Project (B)**	**Project Increment (B-A)**	**Significance Threshold**	**Exceed Threshold?**
Airport & W Empire Avenue	65.9	66.1	0.2	5	No
Barham Boulevard & Forest Lawn Drive	72.8	72.8	0.0	5	No
Burbank Boulevard & Victory Boulevard	70.6	70.7	0.1	5	No
Clybourn Avenue & Vanowen Street	69.4	69.5	0.1	5	No
I-5 NB Off-Ramp & W Burbank Boulevard	71.0	71.1	0.1	5	No
I-5 SB Off-Ramp/N Front St & E Burbank Boulevard	72.2	72.3	0.1	5	No
N. Kenwood Street & Cohasset Street	**56.3**	**61.4**	**5.1**	**N/A [a]**	**No**
N Buena Vista Street & N San Fernando Boulevard	70.8	70.9	0.1	5	No
N Buena Vista Street & W Victory Boulevard	72.3	72.4	0.1	5	No
N Buena Vista Street & Winona Avenue	70.5	70.5	0.1	5	No
N Glenoaks Boulevard & Winona Avenue /Irving Drive	69.3	69.4	0.1	5	No
N Hollywood Way & Burbank Boulevard	73.3	73.5	0.2	5	No
N Hollywood Way & I-5 NB Ramps	70.7	70.9	0.3	5	No
N Hollywood Way & I-5 SB Ramps	71.7	72.0	0.3	5	No
N Hollywood Way & Magnolia Boulevard	72.0	72.1	0.1	5	No
N Hollywood Way & N Avon Street	72.9	73.3	0.4	5	No
N Hollywood Way & Riverside Drive	69.9	70.0	0.1	5	No
N Hollywood Way & Thornton Avenue	73.1	73.5	0.4	5	No

Roadway Segment	Calculated Traffic Noise Levels along the Roadway dBA CNEL				
	Existing (A)	Existing with Project (B)	Project Increment (B-A)	Significance Threshold	Exceed Threshold?
N Hollywood Way & Tulare Avenue	72.5	73.2	0.7	5	No
N Hollywood Way & Verdugo Avenue	71.2	71.4	0.1	5	No
N Hollywood Way & W Alameda Avenue	73.8	73.9	0.1	5	No
N Hollywood Way & W Empire Avenue	65.5	65.7	0.2	5	No
N Hollywood Way & W Olive Avenue	72.4	72.5	0.1	5	No
N Hollywood Way & W Victory Boulevard	74.1	74.4	0.3	5	No
N Hollywood Way & Winona Avenue	72.7	73.1	0.4	5	No
N Hollywood Way NB & San Fernando Blvd WB Ramps	68.1	68.6	0.5	5	No
N Hollywood Way NB Off-Ramp & N San Fernando Boulevard	67.0	67.5	0.6	5	No
N Hollywood Way SB & N San Fernando Blvd EB Ramps	68.6	69.1	0.5	5	No
N Hollywood Way SB Ramps & N San Fernando Boulevard	66.7	67.4	0.8	5	No
N San Fernando Boulevard & Clybourn Avenue/ Strathern Street	68.4	68.6	0.2	5	No
N San Fernando Boulevard & Cohasset Street	66.8	67.9	1.1	5	No
N San Fernando Boulevard & Winona Avenue	65.6	66.1	0.4	5	No
N Victory Place & W Burbank Boulevard	73.2	73.3	0.1	5	No
Olive Avenue & Pass Avenue	71.5	71.5	0.0	5	No
N San Fernando Boulevard & I-5 SB Ramps	66.8	67.1	0.2	5	No
Sunland Boulevard & N San Fernando Boulevard	70.5	70.6	0.1	5	No
Tujunga Avenue & Vanowen Street	71.2	71.3	0.1	5	No
Vineland Avenue & Strathern Street	70.5	70.5	0.1	5	No
Vineland Avenue & Vanowen Street	72.4	72.4	0.0	5	No
Vineland Avenue & Victory Boulevard	72.2	72.2	0.0	5	No

[a] North Kenwood Street and Cohasset Street would occur at an intersection surrounded by parking and warehouse land uses that are not noise-sensitive land uses and for which ambient noise level allowances are not limited based on the data shown in **Table 4.10-7**. Therefore, the 5 dBA CNEL threshold for noise-sensitive land uses does not apply.

SOURCE: ESA 2017, Fehr and Peers 2017.

Loading Dock Areas

Loading dock activities such as truck movements/idling and loading/unloading operations generate noise levels that have the potential to adversely impact adjacent land uses during long-term project operations. However, the loading area would be screened from public view and shielded from surrounding off-site development by the project buildings. Based on a noise survey conducted at a loading dock facility, loading dock activity (namely idling semi-trucks and backup alarm beeps) would generate noise levels of approximately 70 dBA L_{eq} at a reference distance of 50 feet from the noisiest portion of the truck (i.e., to the side behind the cab and in line with the engine and exhaust stacks). The nearest sensitive receptor, single-family residential homes (receptor R3), conservatively estimated at 350 feet from the loading dock area, above. Based on a noise level source strength of 70 dBA L_{eq} at a reference distance of 50 feet, and accounting for

barrier-insertion loss by the project buildings (minimum 10 dBA insertion loss) and distance attenuation (minimum 17 dBA loss by 350 feet distance at a rate of 6 dBA for hard site for each doubling of distance from the reference distance), loading dock noise would be 43 dBA L_{eq} and would not increase the ambient noise level of 59 dBA L_{eq} at sensitive receptor R3 by 5 dBA. Therefore, loading dock related noise impacts would be less than significant.

TABLE 4.10-12
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2019) WITH PROJECT CONDITIONS

	Calculated Traffic Noise Levels along the Roadway dBA CNEL				
Roadway Segment	**Existing (A)**	**Future with Project (B)**	**Project Increment (B-A)**	**Significance Threshold**	**Exceed Threshold?**
Airport & W Empire Avenue	66.5	66.7	0.2	5	No
Barham Boulevard & Forest Lawn Drive	73.8	73.8	0.0	5	No
Burbank Boulevard & Victory Boulevard	71.1	71.1	0.0	5	No
Clybourn Avenue & Vanowen Street	69.7	69.8	0.1	5	No
I-5 NB Off-Ramp & W Burbank Boulevard	72.6	72.6	0.0	5	No
I-5 SB Off-Ramp/N Front St & E Burbank Boulevard	73.0	73.0	0.0	5	No
N. Kenwood Street & Cohasset Street	**56.6**	**61.6**	**5.1**	**N/A [a]**	**No**
N Buena Vista Street & N San Fernando Boulevard	71.6	71.7	0.1	5	No
N Buena Vista Street & W Victory Boulevard	72.7	72.7	0.0	5	No
N Buena Vista Street & Winona Avenue	70.1	70.2	0.0	5	No
N Glenoaks Boulevard & Winona Avenue /Irving Drive	69.4	69.5	0.1	5	No
N Hollywood Way & Burbank Boulevard	73.9	74.0	0.2	5	No
N Hollywood Way & I-5 NB Ramps	71.3	71.5	0.2	5	No
N Hollywood Way & I-5 SB Ramps	72.3	72.6	0.2	5	No
N Hollywood Way & Magnolia Boulevard	72.6	72.7	0.1	5	No
N Hollywood Way & N Avon Street	73.5	73.8	0.4	5	No
N Hollywood Way & Riverside Drive	71.1	71.2	0.1	5	No
N Hollywood Way & Thornton Avenue	73.6	74.0	0.4	5	No
N Hollywood Way & Tulare Avenue	73.1	73.7	0.7	5	No
N Hollywood Way & Verdugo Avenue	71.9	72.1	0.1	5	No
N Hollywood Way & W Alameda Avenue	74.8	74.9	0.1	5	No
N Hollywood Way & W Empire Avenue	66.2	66.5	0.3	5	No
N Hollywood Way & W Olive Avenue	74.1	74.1	0.0	5	No
N Hollywood Way & W Victory Boulevard	74.6	74.8	0.2	5	No
N Hollywood Way & Winona Avenue	73.3	73.7	0.4	5	No
N Hollywood Way NB & San Fernando Rd WB Ramps	68.7	69.2	0.5	5	No
N Hollywood Way NB Off-Ramp & N San Fernando Boulevard	67.8	68.3	0.5	5	No
N Hollywood Way SB & N San Fernando Blvd EB Ramps	69.2	69.6	0.4	5	No
N Hollywood Way SB Ramps & N San Fernando Boulevard	67.7	68.3	0.6	5	No
N San Fernando Boulevard & Clybourn Avenue/ Strathern Street	68.8	69.0	0.2	5	No
N San Fernando Boulevard & Cohasset Street	67.6	68.5	0.9	5	No

Roadway Segment	Calculated Traffic Noise Levels along the Roadway dBA CNEL				
	Existing (A)	Future with Project (B)	Project Increment (B-A)	Significance Threshold	Exceed Threshold?
N San Fernando Boulevard & Winona Avenue	66.2	66.7	0.4	5	No
N Victory Place & W Burbank Boulevard	73.5	73.6	0.0	5	No
Olive Avenue & Pass Avenue	72.8	72.8	0.0	5	No
N San Fernando Boulevard & I-5 SB Ramps	67.1	67.2	0.1	5	No
Sunland Boulevard & N San Fernando Boulevard	70.9	71.0	0.1	5	No
Tujunga Avenue & Vanowen Street	71.5	71.6	0.1	5	No
Vineland Avenue & Strathern Street	70.7	70.8	0.1	5	No
Vineland Avenue & Vanowen Street	72.7	72.7	0.0	5	No
Vineland Avenue & Victory Boulevard	72.4	72.5	0.0	5	No

[a] North Kenwood Street and Cohasset Street would occur at an intersection surrounded by parking and warehouse land uses that are not noise-sensitive land uses and for which ambient noise level allowances are not limited based on the data shown in **Table 4.10-7**. Therefore, the 5 dBA CNEL threshold for noise-sensitive land uses does not apply.

SOURCE: ESA 2017; Fehr and Peers 2017.

Refuse Collection Areas

Refuse collection areas would be located in the loading areas of the creative industrial and office buildings, above. Refuse collection activities such as truck movements/idling and trash compactor operations would generate noise levels that have the potential to adversely impact adjacent land uses during long-term project operations. Based on measured noise levels, refuse collection trucks and trash compactors would generate noise levels of approximately 70 dBA (L_{eq}) and 66 dBA (L_{eq}) at a 50-foot distance, respectively.

Sensitive receptor R3, single-family residential homes, would be located at a conservatively estimated 350 feet from the proposed refuse collection area. Based on a noise level source strength of 70 dBA L_{eq} and 66 dBA L_{eq} at a reference distance of 50 feet, and accounting for barrier-insertion loss by the project buildings (minimum 10 dBA insertion loss) and distance attenuation (minimum 17 dBA loss by 350 feet distance at a rate of 6 dBA for hard site for each doubling of distance from the reference distance), truck idling and trash compactor noise would be 43 dBA and 39 dBA L_{eq}, respectively, and would not increase the ambient noise level of 59 dBA L_{eq} at this location by 5 dBA. As such, noise impacts related to refuse collection would be less than significant.

Parking Lots

The primary entrance would be the proposed driveway off the southwest corner of Tulare Avenue and Hollywood Way, which would provide access to shared surface-level parking for creative industrial, office, retail, and hotel locations.

Sources of noise associated with parking facilities typically include engines accelerating, doors slamming, car alarms, and people talking. Noise levels at these facilities would fluctuate throughout the day with the amount of vehicle and human activity. Noise levels would generally

be the highest in the morning and afternoon hours when the largest number of people would enter and exit the parking facility.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from vehicles entering and exiting the project's parking structure, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used.

Based on the project's traffic study, the projects forecasted to generate 8,984 total daily vehicle trips with an anticipated 897 trips and 1,128 trips during the AM and PM peak hours, respectively.[417] Using the FTA's reference noise level of 101 dBA SEL[418] at 50 feet from the noise source for a parking lot, it was determined that the project's highest peak-hour vehicle trips, which would be 1,128 trips during the PM peak hour, would generate noise levels of approximately 57 dBA, L_{eq} at 50 feet from the project's parking entrance. The closest sensitive receptor (R3) is approximately 350 feet from the access driveway to the parking lot. Based on this distance, the vehicle-related noise levels would be reduced to approximately 40 dBA L_{eq} at R3, which would not exceed the ambient base level of 59 dBA in Table 4.10-1 by 5 dBA. During other hours of the day when less overall vehicles arrive and depart from the project site, the noise levels at the nearest off-site sensitive land uses would be even lower. Thus, parking related noise impact would be less than significant.

Composite Noise Level Impacts from Project Operations

An evaluation of the combined noise levels from the project's various operational noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum project-related noise level increase that may occur at the noise-sensitive receptors considered in this analysis. Noise sources associated with the project include loading area activities, refuse collection areas, parking lots, and on-site mechanical equipment. Although traffic noise levels would increase over the 5 dBA threshold at one analyzed intersection. The intersection is not near any sensitive receptors. The nearest intersection of North San Fernando Boulevard and Cohasset Street is applied to composite noise level analysis.

Based on a review of the noise-sensitive receptors and project noise sources, the only existing noise-sensitive locations at which composite noise impacts could occur are the single-family residences to the north (R3), approximately 350 feet north of the project site. For the reasons discussed above, the predominant project noise source that could potentially affect these receptors would be traffic noise, loading area activities, refuse collection activities, parking lots, and on-site mechanical equipment.

Noise associated with activities in the loading dock areas and refuse collection areas would not increase the overall ambient noise levels in the project vicinity. As shown in **Table 4.10-13**, *Composite Noise Levels at Sensitive Receptor Location R3 From Project Operations*, based on the existing traffic noise level of 66.8 dBA at North San Fernando Boulevard & Cohasset Street in the vicinity of R3, project-related traffic would contribute 61.4 dBA of sound energy, which would increase the existing roadway noise levels by 1.1 dBA. Loading dock and refuse collection

[417] Fehr and Peers, Traffic Impact Study for the Avion Mixed Use Development Project, September 2017.
[418] FTA, Transit Noise and Vibration Impact Assessment. May 2006.

areas would contribute a maximum of 43 dBA of sound energy each at R3. The parking lot would contribute a maximum of 40 dBA of sound energy at R3. Mechanical equipment would contribute a maximum of 49 dBA of sound energy at R3. Overall, relative to the existing noise environment, the project would be estimated to increase the ambient noise level by approximately 4.6 dBA at the single-family residences to the north (R3) which is less than the significance threshold of a 5 dBA increase. This analysis conservatively assumes that the project's operational noise sources would generate maximum noise levels simultaneously.

TABLE 4.10-13
COMPOSITE NOISE LEVELS AT SENSITIVE RECEPTOR LOCATION R3 FROM PROJECT OPERATIONS

	Noise Levels, dBA
Operational Noise Sources	**Location R3**
Existing (Ambient) Noise Level at Location (A)	**59**
Project Composite Noise Sources	
Loading dock areas	43
Refuse collection areas	43
Parking lots	40
Mechanical equipment	49
Off-site traffic (N San Fernando Boulevard & Cohasset Street)	
Existing traffic noise level	*66.8*
Existing plus Project traffic noise level	*67.9*
Estimated Project-only traffic noise level	61.4
Project Composite Noise Level (B)	**61.8**
Existing Plus Project Composite Noise Level (C)	**63.6**
Project Increment (C-A)	4.6
Exceeds Threshold?	No

SOURCE: ESA 2017.

Composite noise level increases at all other receptor locations are expected to be less than significant as well, given their distance from the project site and the presence of intervening structures. As such, the composite noise level impact on the nearest sensitive receptors due to the project's future operations would be less than significant.

Mitigation Measures

Construction

Construction-related noise has the potential to result in significant noise impacts at noise-sensitive receptor R3. With implementation of **Mitigation Measure MM NOI-1**, the noise levels during construction would be reduced from construction noise levels of up to 71 dBA L_{eq} to 61dBA L_{eq}, which is below the significance thresholds at the nearby receptor location (R3). Thus, potentially significant construction noise impacts would be reduced to a less-than-significant level with implementation of mitigation measures.

MM NOI-1: The Developer shall provide a temporary 6-foot-tall construction fence equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the project site and single-family residential uses north of the project site.

MM NOI-2: All building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L_{eq}.

Significance after Mitigation: Less than significant.

E*xposure to Vibration Levels*

Impact 4.10-2: The proposed project would not result in significant impacts on persons and structures from ground-borne vibration or ground-borne noise levels. (Less-than-Significant Impact)

Construction

Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (i.e., backhoe, dozer, excavators, grader, loader, scraper, and haul trucks, etc.) generates vibrations that propagate though the ground and diminish in intensity with distance from the source. No high-impact activities, such as pile-driving or blasting, would be used during project construction. The nearest off-site receptors to the project site that could be exposed to vibration levels generated from project construction include the residences north (R3) of the project site. Groundborne vibrations from construction activities very rarely reach the levels that can damage structures, but they may be perceptible in buildings very close to a construction site.

The PPV vibration velocities for several types of construction equipment that can generate perceptible vibration levels are identified in **Table 4.10-14,** *Vibration Source Levels for Construction Equipment*. Based on the information presented in Table 4.10-13, vibration velocities could range from 0.003 to 0.089 inch-second PPV at 25 feet from the source of activity.

TABLE 4.10-14
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					
Equipment	**12 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.200	0.089	0.031	0.024	0.017	0.011
Caisson Drilling	0.200	0.089	0.031	0.024	0.017	0.011
Loaded Trucks	0.170	0.076	0.027	0.020	0.015	0.010
Jackhammer	0.079	0.035	0.012	0.009	0.007	0.004
Small Bulldozer	0.007	0.003	0.001	0.0008	0.0006	0.0004

SOURCE: FTA, Transit Noise and Vibration Impact Assessment, May 2006; ESA 2017.

Table 4.10-15, *Groundborne Construction Vibration Levels at Off-site Sensitive Uses Compared to FTA Vibration Damage Potential Threshold* shows the estimated construction-related groundborne vibration levels that could occur at the nearest off-site residential structures during construction at the project site and a comparison to the identified significance threshold.

As shown in Table 4.10-15, the vibration velocities forecasted to occur at the off-site sensitive receptors could potentially be up to 0.002 inch-second PPV at the nearest residential use, located approximately 350 feet to the north of the project site. All other residential uses are located farther away and vibration velocities would be substantially lower at all those locations.

TABLE 4.10-15
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS AT OFF-SITE SENSITIVE USES COMPARED TO FTA VIBRATION DAMAGE POTENTIAL THRESHOLD

Off-site Sensitive Land Use [b]	Approximate Distance to Project Site (feet) [a]	Estimated in/sec PPV	Caltrans Vibration Damage Potential Threshold in/sec PPV [b]	Exceed Caltrans Vibration Threshold? in/sec PPV
R3 – Single-family residential to the north	350	0.002	0.5	No
R4 – Single-family residential to the northeast	550	0.0009	0.5	No

[a] Approximate distances are measured from the nearest construction area within the project site where vibration levels would be generated to the nearest off-site structure.
[b] Caltrans Vibration Damage Potential Thresholds were taken from Table 4.10-5.

SOURCE: ESA 2017.

In terms of groundborne vibration impacts associated with structural damage, this analysis uses the Caltrans vibration impact threshold of 0.5 inch-per second PPV for new residential structures. The construction related vibration levels at both sensitive receptors would be less than significant for structure damage.

With respect to human annoyance, under the Caltrans vibration annoyance potential criteria (refer to Table 4.10-6), vibration levels exceeding 0.04 inches per second PPV would be considered distinctly perceptible. This criterion provides for a conservative analysis of vibration impacts because construction activities do not result in continuous/frequent intermittent vibration events, but rather transient vibration events.

As shown in Table 4.10-15, the vibration velocities forecasted to occur at the off-site sensitive receptors could potentially be up to 0.002 inch-second PPV at the nearest residential use, which is well below the Caltrans' 0.04 inches per second PPV distinctly perceptible criterion. Thus, construction vibration impacts related to human annoyance would be less than significant.

Operational Vibration

The project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. Ground borne vibration generated by each of the above-mentioned equipment and activities would generate approximately up to 0.0039 inches per second PPV at locations adjacent (within 50 feet) to the project site.[419] The potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be less than the significance criteria for building damage and human annoyance of 0.5 inches per second PPV and 0.04 inches per second PPV, respectively. As such, vibration impacts associated with operation of the project would be below the significance threshold, and operation vibration impacts would be less than significant

Mitigation Measures

None required.

Permanent Increase in Ambient Noise Levels

Impact 4.10-3: The proposed project could result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Less-than-Significant with Mitigation)

The analysis provided for "Impact 4.10-1" addresses the potential for project operations to result in permanent increases in ambient noise levels in the project vicinity. As stated therein, project-related traffic would not increase noise levels at noise-sensitive receptors in a substantial increase in ambient noise levels. As shown in Table 4.10-13, project on-site operations would generate noise levels up to 63.6 dBA L_{eq} at the sensitive receptor location R3. With implementation of mitigation measures it would not result in a substantial permanent increase in ambient noise levels, and ambient noise would be of 61.8 dBA L_{eq} at t sensitive receptor location R3. Therefore, impacts would be less than significant.

Mitigation Measures

Implementation of MM-NOI-2.

Significance after Mitigation: Less than significant.

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[419] FTA, Transit Noise and Vibration Impact Assessment, Section 7.2.1, May. 2006. VdB can be converted to inches per second PPV using the formula provided in Section 12.2.1.

Temporary Increase in Ambient Noise Levels

Impact 4.10-4: The proposed project could result in a temporary or periodic increase in ambient noise levels in the project vicinity above existing levels existing without the project. (Less-than-Significant Impact with Mitigation)

The analysis provided for Impact 4.10-1 addresses the potential for project construction to result in temporary or periodic increases in ambient noise levels in the project vicinity. As shown in Table 4.10-10, construction noise levels are estimated to reach a maximum of 71 dBA at the nearest sensitive receptors north of the project site along North San Fernando Boulevard, which would exceed the applicable thresholds. Impact due to noise from on-site construction activities would result in a temporary increase in ambient noise levels in the project vicinity above existing ambient levels. With implementation of mitigation measure Mitigation Measure NOISE-1, the noise levels during construction would be reduced to construction noise levels of up to 71 dBA L_{eq} to 61 dBA L_{eq}, which below the significance thresholds at the nearby receptor location (R3). Thus, potentially significant construction noise impacts would be reduced to a less-than-significant level with implementation of mitigation measures.

Mitigation Measures

Implementation of MM-NOI-2.

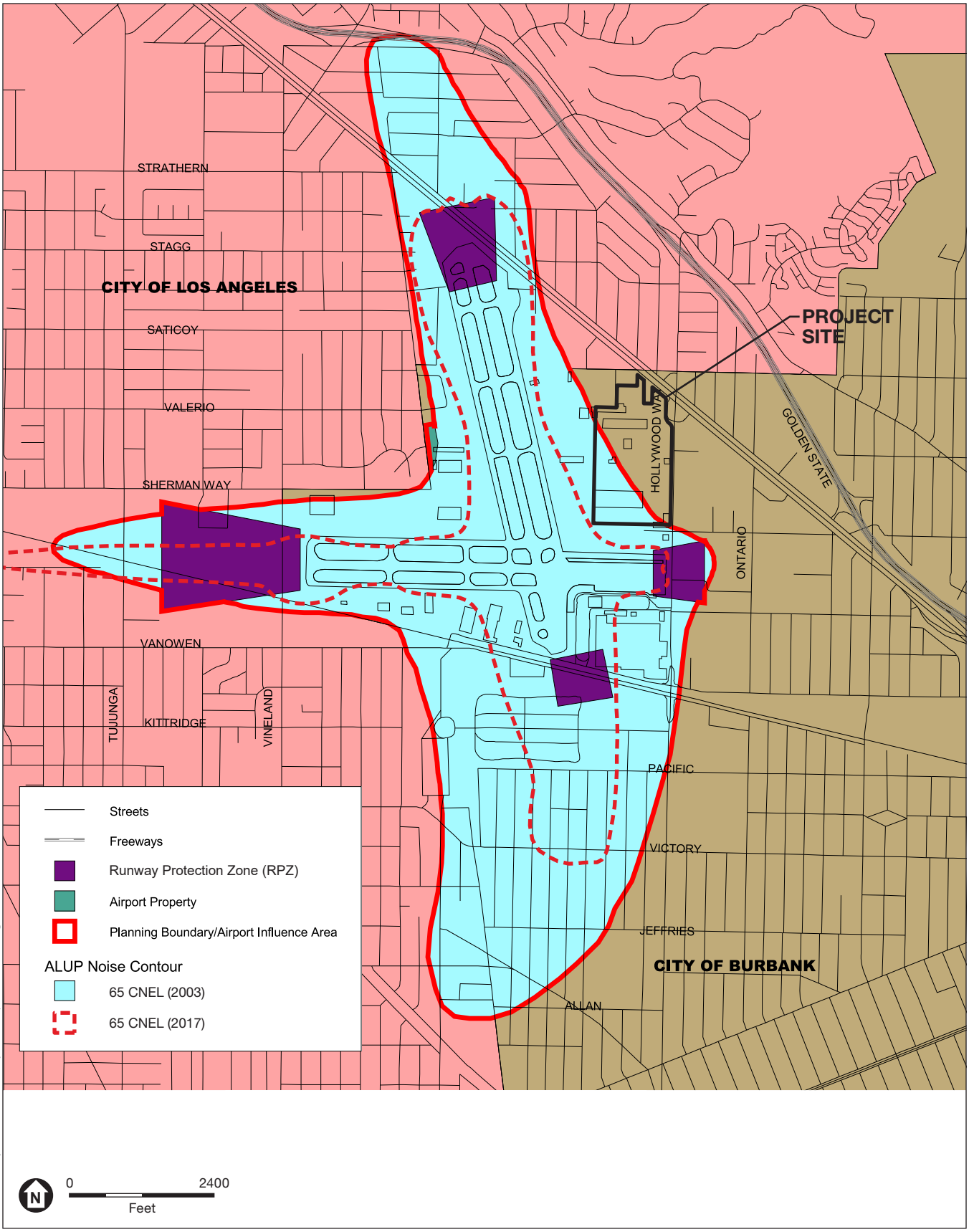
Significance after Mitigation: Less than significant.

Airport Noise

Impact 4.10-5: The proposed project would be located within two miles of a public airport or public use airport and could expose people residing or working in the project area to excessive noise levels. (Less-than-Significant Impact)

The project's location in the City of Burbank's Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The AIA runs through the southwest section of the project site in areas that include industrial land uses. The retail and hotel land uses are altogether outside of the 65 CNEL noise contour for the Airport and noise levels at these land uses would be less than significant. Furthermore, the exterior structures such as walls, windows, doors, and roofs of the project buildings would reduce the Airport-related noise by approximately 20 dBA.[420] The southwest portion of the project site is located outside the 65 CNEL noise contour and would be exposed to airport noise at or below 65 dBA CNEL. Therefore, airport related noise would be reduced to at or below 45 dBA CNEL inside of the project buildings, which would not exceed interior noise limit of 45 dBA CNEL for any habitable spaces and impacts would be less than significant.

[420] Wyle Acoustical Group, New Construction Acoustical Design Guide, 2004.



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SOURCE: Los Angeles County, 2003

Avion Burbank Project

Figure 4.10-3
Airport Influence Area, Noise Contour, and Project Area

ESA

The project would also be required to be consistent with the Los Angeles County's Airport's Land Use Commission Comprehensive Land Use Plan policies or allowable uses, for other land uses proposed by the project (hotel and retail).

In addition, there are no private airstrips located within the City or in the vicinity of the project site. Implementation of the proposed project would not expose people to excessive noise levels related to a private airstrip. No impact would occur.

Mitigation Measures

None required.

4.10.7 Cumulative Impact Analysis

The geographic context for the analysis of cumulative impacts for noise depends on the impact being analyzed. For example, the project's contribution to localized impacts, such as those associated with project construction and project operation/traffic noise, could affect the local neighborhood and project's traffic study area. This cumulative impacts section provides a cumulative impact analysis of the project, but separately for project construction and project operation given the variation of timing of construction and operational activities.

Construction

The construction includes the near-term and future construction of the project. Since the timing or sequencing of individual projects cannot be ascertained with any certainty, any quantitative analysis to ascertain the daily construction noise levels of multiple, concurrent construction would be speculative.

The geographic scope for the consideration of cumulative project construction noise impacts would be primarily the areas immediately surrounding the future potential project sites occurring within the boundary, and to a lesser degree, along designated haul routes where heavy construction truck traffic would travel during project construction periods. Generally, noise impacts are limited to the area directly surrounding the noise source, as noise attenuates with distance at a higher rate in proximity to the source, and only has the potential to combine with other noise sources occurring simultaneously in the immediate vicinity within 500 feet from the construction site.

The proposed project's noise impacts, when viewed together with the environmental impacts from future projects, could be cumulatively considerable if ambient noise increases above the increase threshold of 5 dBA. Project construction noise was determined to not expose persons to, or generate, noise levels in excess of standards established in the *General Plan* or Noise Ordinance, or applicable standards of other agencies. However, due primarily to the development of the project area, project construction noise would be in proximity to receptors, likely resulting in a potential substantial temporary increase in ambient noise. Therefore, these impacts would be considered significant. Nevertheless, implementation of the proposed mitigation measure would

reduce the construction noise impacts to less than a substantial increase in ambient noise levels at residences north of the project site. Project impacts would be potentially less than significant with regard to a temporary substantial increase in ambient noise levels. Therefore, project construction noise would not be cumulatively considerable and would not potentially combine with other construction projects in immediate proximity to the project site where cumulative construction noise could combine to cause a substantial temporary increase in the ambient noise environment. Thus, project construction would not be a cumulatively considerable noise impact.

As previously discussed for vibration, construction activities would not result in temporary significant ground-borne vibration impacts. Due to the rapid attenuation characteristics of ground-borne vibration, and distance separating construction associated with the project and any other cumulative projects, there is not a likely potential for cumulative vibration impacts. Therefore, cumulative construction vibration impacts would be less than significant.

Operation

The operation of the project at buildout would include stationary sources (e.g., air conditioners) and/or mobile sources (e.g., vehicle trips). The stationary sources associated with the project would generate operational noise from stationary equipment on each potential future development site. Because noise attenuates with distance from its source, noise impacts from stationary sources would be limited to each of their respective sites and their vicinities. For this reason, the noise associated with stationary noise sources resulting from development would not contribute to a cumulative stationary noise impact. Future roadway noise levels were calculated along various arterial segments adjacent to the project as compared to future 2019 traffic noise levels that would occur with implementation of the project. As discussed previous and as shown in Table 4.10-12, the maximum increase in project-related traffic noise levels over the future traffic noise levels would be less than significant. Therefore, cumulative operational noise impacts would be less than significant.

As previously discussed for operation vibration, ground-borne vibration generated by the project would be similar to the existing vibration generated by existing operational sources (i.e., similar to traffic vibration on adjacent roadways) in the vicinity. The potential vibration impacts from all operational activities at the closest vibration-sensitive structure locations would be less than the significance threshold of human perception and structural damage. As such, vibration impacts associated with operation of the project would be below the significance threshold, and operation impacts would be less than significant. Due to the rapid attenuation characteristics of ground-borne vibration, vibration levels similar to ambient levels, and distance separating development associated with the project and any other cumulative projects, there is no potential for cumulative vibration impacts. Therefore, cumulative operational vibration impacts would be less than significant.

4.11 Population and Employment

This section provides an assessment of potential impacts related to population growth that could result from implementation of the proposed project.

4.11.1 Environmental Setting

Population and Housing Estimates and Projections

The California Department of Finance (DOF) and the U.S. Census Bureau provide updated population and housing estimates and projections for cities and counties in California each year. **Table 4.11-1,** *Population and Household Estimates for City of Burbank* summarizes population and household estimates for the City of Burbank (City) from 2000 through 2017. As of January 1, 2018, the DOF estimated the population of Burbank to be approximately 107,149 residents, which represents a population increase of 6.8 percent from 2000.[421] The amount of housing units within the City was estimated at 43,459 units by the end of 2016 (shown as 2017 in the Table 4.11-1), which represents an increase of 4.4 percent.

TABLE 4.11-1
POPULATION AND HOUSEHOLD ESTIMATES FOR CITY OF BURBANK

	2000	2010	2016	2017	% Change from 2000-2017
Population	100,316	103,340	104,583	107,149	6.8%
Total Households	41,608	41,940	43,459	43,459 [a]	4.4%

The Southern California Association of Governments (SCAG) also prepares population and housing projections for communities within its jurisdiction, which includes the City of Burbank, within the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). SCAG projections for Burbank are shown in **Table 4.11-2**, *SCAG Population and Housing Projections for the City of Burbank.* These projections are based on an annual growth rate in the number of households of 0.7 percent and an annual growth rate for employment of 0.8 percent.

TABLE 4.11-2
SCAG POPULATION AND HOUSING PROJECTIONS FOR THE CITY OF BURBANK

	2012	2020	2035	2040
Population	103,300	107,900	116,500	118,700
Households	42,500	44,300	47,600	48,400

SOURCE: SCAG 2016.

[421] Given that the population estimates by DOF 2018 are for January 1, 2018, this population estimate is reflective of the year 2017, and is used for the 2017 population estimate in Table 4.11-1.

The *Burbank2035 General Plan* provides population, household, and employment projections for 2005 through 2035. **Table 4.11-3**, *Burbank2035 General Plan Projections for The City of Burbank* shows that Burbank's population projection for 2035 is an estimated 116,516 residents, which would be an increase of 12.8 percent from the City's population in 2010 (City of Burbank 2013). Table 4.11-3 also shows the projection of the City's housing units to be an estimated 50,219 units in 2035, which represents an increase of about 16 percent from 2010 (City of Burbank 2013).

TABLE 4.11-3
BURBANK2035 GENERAL PLAN PROJECTIONS FOR THE CITY OF BURBANK

	2010	2035	% Change from 2010-2035
Population	103,300	116,516	12.8%
Housing Units	43,309	50,219	16.0%

SOURCE: City of Burbank 2013a.

Employment

Table 4.11-4, *Employment Characteristics of Residents of the City of Burbank*, summarizes the number of employed individuals ages 16 or older within the City from 2000 through 2016, as well as well as the number of individuals that constitute the labor force.[422] The number of employed individuals has moderately increased over the 16-year period, with an increase of approximately 8 percent from 2000 to 2016. The number of individuals participating in the labor force has seen a comparable increase of approximately 10.4 percent, which is indicative of a growing labor force within Burbank. The employment to population ratio within the City in 2016 was approximately 61.2 percent (U.S. Census Bureau 2016b).

TABLE 4.11-4
EMPLOYMENT CHARACTERISTICS OF RESIDENTS OF THE CITY OF BURBANK

	2000	2010	2016	% Change from 2000-2015
Employed Individuals within the City	49,399	53,778	53,333	8.0%
Number of Individuals in Labor Force	52,720	57,849	58,213	10.4%
Unemployment Rate	4.1%[a]	7.0%	8.4%	104.9%

[a] Housing U.S. Census Bureau 2000b reports the unemployment rate in 2000 for the City as 4.1%. However, calculating the unemployment rate by dividing the number of unemployed individuals within the labor force (3,321) by the total number of individuals in the labor force (52,720) yields an approximate 6.3% unemployment rate. For the purposes of this analysis, 4.1% is used as the unemployment rate.

SOURCE: U.S. Census Bureau 2000b, 2010b, 2016b.

[422] Employment rates for the City of Burbank from 2017 or 2018 were not available at the time of this analysis. Therefore, 2016 employment rates were used as the most recent estimations.

SCAG also provides projections for number of jobs for the cities and communities within its jurisdiction. **Table 4.11-5**, *SCAG and Burbank 2035 General Plan Employment Projections* summarizes SCAG's employment projections for the City, along with the *General Plan*'s forecasts for number of jobs and jobs-to-housing ratios.

TABLE 4.11-5
SCAG AND BURBANK2035 GENERAL PLAN EMPLOYMENT PROJECTIONS

	2010	2035	2040
SCAG 2016-2040 RTP/SCS			
Employment	96,668	141,900	145,000
Burbank 2035 General Plan			
Jobs	94,932	125,461	–
Housing Units	44,309	50,219	–
Jobs to Housing Ratio	2.14	2.50	–

SOURCE: SCAG 2016; City of Burbank 2013a, 2013b.

As shown in Table 4.11-5, employment rates are anticipated by both SCAG and the *General Plan* to continue to increase in the City through 2035 and beyond. Further, the City's job-to-housing ratio, which shows the balance between a City's employment opportunities and available housing stock, will continue to increase over the 2:1 ratio, which signifies a healthy employment rate, through 2035.

4.11.2 Regulatory Setting

State

State law mandates local communities to plan for housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each county and city to prepare a housing element of its general plan. The housing element is one of seven State-mandated elements that every general plan must contain, and it is required to be updated every 8 years and determined legally adequate by the State. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

Regional

Southern California Association of Governments Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. In cooperation with HCD, local governments and councils of government are charged with determining the cities or regions existing and projected housing

needs as their share of the statewide housing need. The current Regional Housing Needs Allocation (RHNA) identifies housing needs in each SCAG jurisdiction and allocates a fair share of that need to every community. The City of Burbank's RHNA for the 2014–2021 planning period has been determined by SCAG at 2,684 housing units, 694 units for very-low-income households, 413 units for low-income households, 443 units for moderate-income households, and 1,134 units for above-moderate-income households.[423]

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Additionally, the 2016–2040 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: identifying regional strategic areas for infill and investment; structuring the Plan on centers development; developing "Complete Communities"; developing nodes on a corridor; planning for additional housing and jobs near transit; planning for changing demand in types of housing; continuing to protect stable, existing single-family areas; ensuring adequate access to open space and preservation of habitat; and incorporating local input and feedback into future growth.

The SCAG RTP/SCS also includes the RHNA, which, as described above, is mandated by State Housing Law as part of the periodic process of updating local housing elements of the general plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current RHNA planning period is from January 2014 to October 2021. Communities use the RHNA in land use planning to prioritize local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and household growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair-share housing needs.

Local

Burbank2035 General Plan

The City adopted the *Burbank2035 General Plan* on February 19, 2013. The *General Plan* provides the framework for growth and development and provides population and employment projection through to 2035. In addition, the *General Plan* uses the jobs-to-housing ratio to assess the balance between the number of jobs and number of housing units within a geographic area, without regards to economic constraints or individual preferences. The Housing Element of the *General Plan* states that the existing jobs-to-housing ratio for the City is 2.2, based on approximately 100,000 jobs to 44,000 housing units, which indicates that Burbank is an employment-rich community. SCAG predicts continued job growth to reach nearly 114,700 jobs

[423] Southern California Association of Governments (SCAG), 2012. 5th Cycle Regional Housing Needs Assessment – Final Allocation Plan for 1/1/2014 - 10/1/2021. http://rtpscs.scag.ca.gov/Documents/rhna/5thCyclePFinalRHNAplan.pdf. Accessed September 28, 2017.

by 2035 with the continued development of commercial uses within Burbank, which would continue to strengthen the jobs-to-housing ratio.

4.11.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to Population and Housing if it would:

- 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) (see **Impact 4.11-1** below).

The proposed project would result in no impacts related to the displacement of housing or people due to the need for replacement housing; therefore, these issues do not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in the Draft EIR and the Initial Study/Notice of Preparation, included in Appendix A.)

4.11.4 Methodology

Impacts related to population growth were evaluated by identifying the existing population in the City of Burbank and determining if implementation of the proposed project would increase employment opportunities, thereby stimulating population growth in the City. However, since the proposed project does not include a residential component, this analysis does not evaluate potential population growth based on increasing the existing housing stock within the City.

4.11.5 Impact Analysis

Population Growth

Impact 4.11-1: The proposed project would not induce substantial population growth in an area, either directly or indirectly. (Less-than-Significant Impact)

Construction

The proposed project includes construction of a mixed-use development consisting of offices, industrial, retail, and a hotel on a currently vacant site. The proposed project would be constructed within two phases beginning late 2018 and is anticipated to be completed by the end of 2020. Phase I of construction includes the demolition and removal of existing impervious surfaces; construction of the industrial, office, and retail buildings; and paving and landscaping the project site. Phase I of construction is anticipated to occur from December 2018 through April 2020. Phase II of construction would be solely focus on the construction of the hotel, including the installation of underground utilities and drainage system, and paving and landscaping. Phase II of construction is anticipated to occur from first quarter of 2019 through the end of 2020. It is anticipated that approximately 286 construction workers would be required for construction of the project.

Project construction would provide short-term demand for various construction trade skills and labor and would require approximately 286 construction workers over the two phases of

construction. Based on the size and duration of construction, it is anticipated that the proposed project would draw construction workers from the labor force within the region, where construction workers would commute daily to the project site and new housing for construction employees would not be required. Therefore, construction activities associated with the project would not increase the demand for temporary or permanent housing within the City. Therefore, the proposed project would not result in indirect population growth within the City or region during project construction.

Operation

The proposed project does not include a residential component and thus would not directly increase the City's population. However, development of the proposed project would increase employment opportunities, which could indirectly increase the population as new jobs could entice new residents. Specifically, operation of the proposed project would result in 2,119 direct jobs along with 327 indirect jobs. As stated above, the number of jobs in the City was 96,668 jobs in 2010 . [424] The Burbank 2035 General Plan projects the number of jobs within the City to increase to 125,461 jobs in 2035, which would be an increase of 66,941 jobs over the 20-year planning period. In 2016, SCAG updated its RTP/SCS and increased the projection future jobs in the City to 141,900 in 2035, which represents an additional 16,439 jobs from the *General Plan* projections. SCAG coordinated with the City on the updated jobs projections, and the 2016 RTP/SCS estimates better reflect the present economic climate of the City. Since the proposed project would add 2,119 direct jobs and 327 indirect jobs to the City's existing economy, operation of the project would indirectly induce population growth within the City. However, the City has already accounted for this increase in the number of jobs within the *General Plan* and SCAG projections where the environmental impacts of that growth has been assessed and mitigated, if necessary, in the CEQA documents for the General Plan and 2016 RTP/SCS.

Further, potential environmental impacts that could result from future growth within the City, have been considered in the environmental topical analyses in this Draft EIR (e.g., traffic, air quality, biological resources). Potential environmental impacts associated with future growth that could occur would be mitigated to the extent feasible by the measures provided in the other sections of Chapter 4, *Environmental Analysis*, of this Draft EIR. Therefore, the proposed project would not induce substantial population growth, either directly or indirectly, within the City. Impacts associated with population growth would be less than significant.

Mitigation: None required.

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[424] Southern California Association of Governments (SCAG), 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Final Growth Forecast by Jurisdiction. http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowth ForecastbyJurisdiction.pdf. Accessed January 17, 2018.

4.11.6 Cumulative Impact Analysis

Related projects in the vicinity of the proposed project are presented in Section 6 of this Draft EIR. The geographic scope for cumulative impacts related to population growth is the City of Burbank. Other projects in the general vicinity include a variety of residential, industrial, and commercial. The nearest related project would be the Hollywood-Burbank Airport Replacement Terminal which is adjacent to the project site. All of these projects have the potential to result in population growth either directly with development of additional housing units or indirectly through increase employment opportunities, which could result in cumulatively significant impacts.

The geographic context for the analysis of cumulative impacts associated with population and housing is the City of Burbank. As stated above, operation of the proposed project would provide approximately 2,119 direct and 327 indirect jobs within the City and the region. Similar to the proposed project, development of the cumulative projects would contribute to population growth within the City, either directly by providing additional housing within the City or indirectly through increased employment opportunities. Development of the residential projects would provide additional housing units within the City, which would increase the City's population. However, development these residential projects would contribute additional housing units to the City's existing housing stock, which would help the City achieve its RHNA goal of providing an additional 2,684 housing units by 2021. Further, development of non-residential projects could also induce population growth by increasing employment opportunities within the City. However, the *General Plan* accounts for additional growth within the City, as it forecasts the City's population to increase to 116,516 residents by 2035, which would be an increase of 11,483 people from 2017. Therefore, the population growth which would occur with the development of the proposed project in combination with cumulative projects has been included in the growth estimates for the City and has been accounted for in the *General Plan*. Thus, cumulative impacts related to population growth would be less than significant.

Mitigation: None required.

4.12 Public Services

This section evaluates the potential for the proposed project to result in substantial adverse physical effects associated with the provision of public services, including police protection and fire protection, and whether the project would require new or expanded facilities to maintain acceptable service levels. The analysis is based on review of available information on the police and fire departments, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section identifies project-level and cumulative environmental impacts, as well as feasible mitigation measures that could reduce or avoid the identified impacts. Data used in this section includes independent research, information contained in the *Burbank2035 General Plan* (City's General Plan), and the City of Burbank Municipal Code (BMC).

4.12.1 Environmental Setting

Fire Protection Services

The project site located in the city of Burbank and is within the jurisdiction of the Burbank Fire Department (BFD), which serves a population of approximately 108,000 individuals over a 17-square-mile area. BFD services include fire suppression, emergency medical, fire prevention, hazardous materials response, emergency preparedness, residential and commercial inspection and public education. BFD has 136 total employees (120 sworn and 16 civilian).[425] BFD consists of seven divisions: Fire Prevention Bureau, Fire Suppression (which includes the Hazardous Materials and Urban Search and Rescue Programs), Emergency and Medical Services, Disaster Services, Fire Apparatus & Equipment, Training & Safety, and Administration. The BFD is part of Mutual Aid Region 1 Area "C," and has mutual aid agreements with all of the surrounding cities, and is one of the three founding cities (Burbank, Glendale, and Pasadena) of the Verdugo Fire Communication System which provides fire dispatch to 11 other area fire departments.

Burbank is divided into six geographical planning zones, known as fire districts. Each fire district is served by a fire station and defines the first-due response area for each station. The closest BFD fire station to the project site is Station No. 13, located approximately 1.25 miles to the southeast at 2713 Thornton Avenue. This station houses an engine and rescue ambulance.[426] BFD strives to meet the National Fire Protection Associations (NFPA) standards for their total response time, which is defined as the time it takes from dispatch to arrival to an emergency site.[427] Currently, BFD is maintaining an average response time of 5:17, which is 17 seconds over the NFPA

[425] Burbank Fire Department (BFD), Administration, 2017a, http://www.burbankfire.us/divisions/administration. Accessed September 28 2017.

[426] BFD, Fire Stations, 2017b, http://www.burbankfire.us/divisions/fire-suppression/fire-stations. Accessed September 28 2017.

[427] Verdugo Fire Communications Center (VFCC), Verdugo Communications Center Fire Annual Report, FY 2015, 2015, http://www.burbankfire.us/home/showdocument?id=451.

standard.[428] Some portions of the city are identified by the State as very high fire hazard areas;[429] which the City of Burbank (City) refers to as "mountain fire zones" associated with wildland fires. The proposed project is not located within a wildland fire zone. However, portions of the city not subject to wildland fires are susceptible to urban fires, including structure fire and grass fires.

Police Protection Services

The project site is under the jurisdiction of the Burbank Police Department (BPD). Divisions of the BPD include patrol, investigations, administrative services and support services.[430] As of August 2017, BPD reported 2,267 Part 1 offenses, 146 of which were violent crimes (murder, rape, robbery, or aggravated assault), for the year of 2017. This represented a 10 percent increase in total crime levels compared with a year prior (August 2016) and no change in violent crime levels.[431] The Burbank Police Department is located at 200 North Third Street, approximately 2.75 miles southeast of the project site.[432]

According to the City's General Plan, the response time standard for the Police Department is a maximum of 4 minutes.[433] In 2015, average response times were 3 minutes and 28 seconds, which was down from an average of 3 minutes and 39 seconds in 2014.[434]

4.12.2 Regulatory Setting

State

California Fire Code

Part 9 of the California Code of Regulations is referred to as the California Fire Code. The California Fire Code specifies general requirements for various subjects including emergency planning and preparedness; fire service features; building services and systems; fire and smoke protection features; interior finish, decorative materials and furnishings; fire protection systems; means of egress; construction requirements; and fire safety during construction and demolition.[435] The City has adopted the California Fire Code as part of the BMC.

[428] BFD, Personal communication with Steve Briggs, Fire Marshal, 2017c. March 15, 2017.

[429] California Department of Forestry and Fire Protection (CAL FIRE), Burbank: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE, September 2011, http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Burbank.pdf

[430] BPD 2017a, http://www.burbankpd.org/inside-bpd/divisions/

[431] BPD 2017b, Crime Statistics, http://www.burbankpd.org/crime-information/crime-statistics/

[432] BPD 2017c, http://www.burbankpd.org/directory/

[433] City of Burbank, Burbank 2035 General Plan, adopted February 19, 2013, http://www.burbankca.gov/home/showdocument?id=23448.

[434] Tchekmedyian, Alene, LA Times: The Burbank Leader, "Crime rates rise in Burbank in 2015, police data shows," February 16, 2016, http://www.latimes.com/socal/burbank-leader/news/tn-blr-crime-rates-rise-in-burbank-in-2015-police-data-shows-20160216-story.html.

[435] California Building Standards Commission (CBSC), 2016 California Fire Code, California Code of Regulations, Title 24, Part 9, http://www.citymb.info/Home/ShowDocument?id=28089.

Local

Burbank Development Impact Fees

The City of Burbank requires the payment of development impact fees that are meant to offset the impacts of new developments on City facilities. Development impact fees are specified in Section 3 of the City's Adopted Citywide Fee Schedule for the fiscal year of 2017-2018. Fees include but are not limited to transportation and community facility fees. Fees are determined at a rate per square foot; the square footage of the development determines the total fee to be paid.[436] A portion of development fees determined by the City are distributed to public facilities including fire and police.[437]

Burbank Fire Department Plan Checks and Building Inspections

Fire system plan checks are required and performed by the BFD Fire Prevention Bureau for all commercial and residential occupancies. Plan checks of fire systems include automatic fire sprinkler systems, fire alarm systems, and architectural plan reviews. Fire system plans must be submitted by a contractor who has paid the Contractor's City Business Tax.[438]

The BFD Fire Prevention Bureau is also responsible for conducting life safety inspections of new building construction, building tenant improvements or re-models, fire sprinkler systems, fire alarm systems and special protection systems for compliance with the California Fire Code as amended by the BMC. The fee for these inspections must be paid by the project applicant.[439]

Burbank2035 General Plan

The City's General Plan Safety Element (Chapter 7) includes goals and policies that pertain to police and fire protection services.[440] Goals and policies directly applicable to fire and police protection services for the proposed project are listed below.

> **Goal 2: Police Protection.** Burbank provides high-quality police protection services to residents and visitors.
>
> > **Policy 2.1:** Maintain an average police response time of less than 4 minutes to emergency calls for service.
> >
> > **Policy 2.2:** Ensure adequate staffing, facilities, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.

[436] City of Burbank, FY 2017-2018 Adopted Citywide Fee Schedule, Resolution 17-28,940, 2017a, June 6, 2017, http://www.burbankfire.us/home/showdocument?id=483.

[437] City of Burbank, Building Division, 2017b, telephone correspondence with Albert Lopez, PE Senior Plan Check Engineer, September 28, 2017.

[438] BFD, "Plan Check", 2017d, http://www.burbankfire.us/divisions/fire-prevention-bureau/plan-check.

[439] BFD, "Fire Inspections", 2017e, http://www.burbankfire.us/divisions/fire-prevention-bureau/fire-inspections. Accessed on September 29, 2017.

[440] City of Burbank, Burbank 2035 General Plan, adopted February 19, 2013, http://www.burbankca.gov/home/showdocument?id=23448.

Goal 4: Fire Protection. Burbank provides high-quality fire protection services to residents and visitors. Threats to public safety are reduced and property is protected from wildland and urban fire hazards.

Policy 4.1: Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.

Policy 4.2: Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.

Policy 4.3: Implement fire prevention and suppression programs in areas of high fire hazard risk, including both urban and wildland areas.

Policy 4.4: Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire risk.

Policy 4.5. Coordinate firefighting efforts with local, State, and Federal agencies.

Policy 4.6: Reduce fire hazards associated with older buildings, multi-story structures, and industrial facilities.

Policy 4.7: Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.

4.12.3 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact with respect to Public Services if it would:

- Result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:
  - Fire protection (see **Impact 4.12-1** below)
  - Police protection (see **Impact 4.12-1** below)

The proposed project would result in no impacts to schools, parks, and other public services; therefore, these issues do not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating these thresholds from further analysis in the EIR and Initial Study/Notice of Preparation, included in Appendix A.)

4.12.4 Methodology

The following evaluation of potential impacts is based on available information from BFD and BPD, and the City of Burbank. Fire risk information was obtained from CAL FIRE. After information from the aforementioned parties was reviewed, project site conditions were compared by evaluating the potential for the project to impact public services while also being compared against CEQA thresholds.

4.12.5 Impact Analysis

Project Design Features

The project incorporates many project design features (PDFs), but none would result in reduced impacts to public services. No PDFs are listed in this section.

Fire and Police Protection

Impact 4.12-1: The proposed project would not result in the provision of, or the need for, new or physically altered police or fire protection facilities, the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire and police services. (Less than Significant Impact)

The proposed project would add industrial buildings, office buildings, retail buildings, and a hotel to a currently vacant site. Construction activities associated with the proposed project may temporarily increase the existing demand on fire protection and emergency medical services. The proposed project would require the removal of the existing asphalt on-site and construction of the new structures over a period of approximately 2 years and 5 months. During this time there would be up to 286 construction workers on-site, and therefore, there would be an increased potential for emergency response. However, the construction efforts would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant

Although the project site is not identified by CAL FIRE has having high fire risk, the addition of structures on the project site would increase its potential to experience structural fire. The industrial, commercial and hotel uses on the project site would generate a 2,119 direct jobs along with 321 indirect jobs, and would thus indirectly induce population growth within the city (see Section 4.11, *Population and Housing*, for more details). Additional persons on the project site would increase the project site's potential need for emergency medical services. However, all structures on the project site would require inspection from the BFD Fire Prevention Bureau to ensure structural compliance with the California Fire Code as adopted by the City and included in the BMC. Fire system plans drafted by a qualified engineer would also require review and approval by the BFD Fire Prevention Bureau to ensure functionality of the fire system, thereby reducing the fire risk of the project site. BFD collaborates with neighboring fire departments per the Verdugo Fire Communications Center to provide quick responses and share resources, thereby increasing its potential responsiveness to added demand.

With regard to police protection, the addition of structures and property to the project site could attract criminals such as vandals or trespassers. Further, the addition of persons to the project site

would increase the potential for criminal acts to occur on-site. Therefore, the proposed project could result in an increased fire or police response time and/or the need for additional fire or police protection facilities. During operation, the project site's eastern and southern boundary would be secured by an 8-foot chain-link fence and a portion of its eastern boundary would be sectioned off by a retaining wall, thereby helping reduce site accessibility and potential crime from occurring after hours Further, the project applicant be required to pay development impact fees to the City, which are designed to compensate for the project's potential impacts on fire and police facilities and operations by funding any necessary facility expansion or personnel increase. Therefore, the proposed project would result in less than significant impacts related to fire and police response time and facilities.

Mitigation: None required.

4.12.6 Cumulative Impact Analysis

There were 23 development projects have been recently built, are under construction, or are planned within the project area**.** Increased amounts of structures and persons associated with new development in the project area would increase the demand on fire and police protection services, potentially resulting in impacts to their response times or facilities. However, all developments within the proposed project area that are not single-family dwellings would be required to secure a fire system plan check and a site inspection from the BFD Fire Prevention Bureau, thereby ensuring the adequacy of their fire system and compliance with the California Fire Code adopted by the City and included in the BMC. These precautions would reduce the fire risks associated with development structures and lessen demand on fire protection services.

Additionally, the project applicant shall be required to pay development impact fees to the City, which are designed to compensate for the project's potential impacts on fire and police facilities and operations and expand facilities or increase personnel if needed. Therefore, the proposed would not result in cumulatively considerable impacts with regard to fire and police response time and facilities.

Mitigation: None required.

4.13 Transportation and Traffic

This section of the Draft Environmental Impact Report (EIR) examines the potential transportation and traffic effects that could arise from implementation of the proposed project. It discusses existing relevant traffic and transportation conditions and assesses how construction and operation of the proposed project would potentially affect those conditions. The information presented in this section, and the conclusions reached, are based on the Draft Transportation Impact Study (TIS) prepared by Fehr & Peers, Inc., dated July 2018, included as Appendix J of this Draft EIR, which provides more detailed information, data, and analyses.

4.13.1 Environmental Setting

Existing Conditions

The project site is located at the 3003 North Hollywood Way in the City of Burbank, and is located adjacent to the Hollywood-Burbank Airport. The project site is largely bounded by North San Fernando Boulevard to the north, North Hollywood Way to the east, Winona Avenue to the south, and the Hollywood-Burbank Airport to the west. The project site is currently used for vehicle and truck storage.

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of existing conditions includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections.

Study Area Freeway and Roadway System

The Golden State Freeway (I-5) to the north and east and the Hollywood Freeway (SR-170) to the west provide primary regional access to the project site. As illustrated in **Figure 4.13-1**, *Transportation Study Area and Study Intersections*, the project site is located west of North Hollywood Way, south of North San Fernando Boulevard, east of Vineland Avenue, and north of Vanowen Street. Access to project site from the I-5 is via the ramps at North Hollywood Way and North San Fernando Boulevard, to the north. Access from the SR-170 is available via the ramps at Sherman Way, to the west.

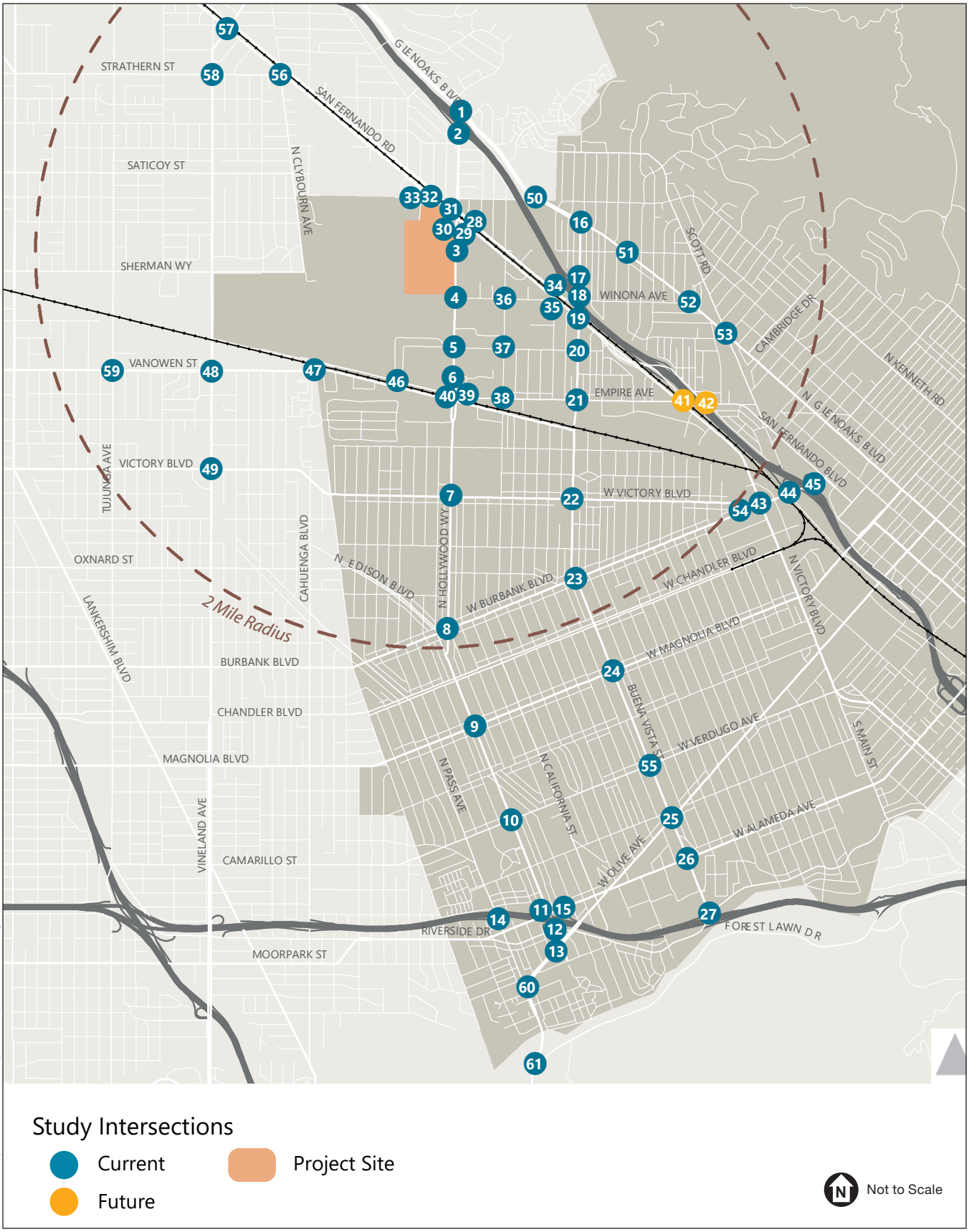
The following is a brief description of the major streets serving the project site:

- **Alameda Avenue** is classified as an east-west major arterial that provides two through lanes per direction and is divided by a two-way left-turn lane. On-street parking is prohibited between Lake Street and North San Fernando Boulevard, but is generally available west of Lake Street. Alameda provides regional access to I-5.
- **Buena Vista Street** is classified as a north-south secondary arterial that provides two through lanes in each direction and is divided by a two-way left-turn lane. On-street parking is generally allowed on both sides of the street. As of May 2017 there is major construction occurring at the intersection of North Buena Vista Street & North San Fernando Boulevard, where the railroad which runs parallel to North San Fernando Boulevard is being elevated in order to eliminate an at-grade crossing of North Buena Vista Street.

- **Burbank Boulevard** is classified as an east-west secondary arterial that provides two through lanes per direction and is divided by a two-way left-turn lane, except in the vicinity of the I-5 interchange where it provides three lanes in each travel direction. Parking is generally allowed on both sides of the street west of Victory Boulevard.
- **Empire Avenue** is classified as an east-west secondary arterial that provides two through lanes in each travel direction and is divided by a two-way left-turn lane. West of the Hollywood-Burbank Airport entrance, Empire Avenue provides two lanes in the westbound travel direction and one lane in the eastbound travel direction. On-street parking is generally prohibited west of Ontario Street and generally permitted east of Ontario Street. Caltrans is currently constructing a new interchange with I-5 at Empire Avenue, which will enhance regional vehicular access to the Hollywood-Burbank Airport and the project site. Upon completion of the new freeway interchange, Empire Avenue will be connected with North San Fernando Boulevard east of the I-5, providing a new connection across the freeway between Downtown Burbank and the project site.
- **Hollywood Way** is classified as a north-south major arterial that provides two lanes in each travel direction and is divided by a two-way left-turn lane between Olive Avenue and Thornton Avenue, and between North Hollywood Way and Interstate 5. Hollywood Way provides two northbound lanes and three southbound lanes, and is divided by a two-way left-turn lane, between Thornton Avenue and North San Fernando Boulevard in the vicinity of the project site. Hollywood way provides regional access to I-5 and SR-134. Bicycle lanes are provided on Hollywood Way between Pacific Avenue and North San Fernando Boulevard. On-street parking is prohibited in the vicinity of the project site between Empire Avenue and Hollywood Way, but is generally permitted on both sides of the street south of Empire Avenue and north of Hollywood Way.
- **Lankershim Boulevard** is classified by the City of Los Angeles as a Major Highway Class II and runs north-south west of the project site. It provides two lanes in each direction and is divided by a two-way left-turn lane. On-street parking is allowed on both sides of Lankershim Boulevard.
- **Laurel Canyon Boulevard** is classified by the City of Los Angeles as a Major Highway Class II and runs north-south near the western boundary of the study area. It provides two lanes in each direction and is divided by a two-way left-turn median. On-street parking is generally allowed on both sides of Laurel Canyon Boulevard.
- **Magnolia Boulevard** is classified as an east-west secondary arterial that provides two through lanes in each travel direction and is divided by a two-way left-turn lane. On-street parking is generally allowed within the study area.
- **Olive Avenue** is classified as a northeast-southwest major arterial that provides two and three through lanes per travel direction and is divided by a two-way left-turn lane, except west of Riverside Drive where it provides three travel lanes per direction. Olive provides regional access to SR-134 and the I-5. Parking is generally allowed along both sides of the street within the study area east of Riverside Drive.
- **Ontario Street** is classified as a two-lane north-south local street that provides access to Empire Avenue and North San Fernando Boulevard. On-street parking is generally permitted on both sides of the street.
- **Pass Avenue** is classified as a north-south neighborhood collector street that provides one and two through lanes per direction in the study area. The street is signed as a Class III bicycle route between Chandler Boulevard and Magnolia Boulevard. On-street parking is

generally allowed on both sides of the street in the study area. Pass Avenue provides regional access to SR-134.

- **Riverside Drive** is classified as an east-west secondary arterial between Alameda Avenue and Buena Vista Street that provides two through lanes in each travel direction and is divided by a two-way left-turn lane. East of Buena Vista Street, Riverside Drive is classified as a neighborhood collector street that provides one lane in each travel direction. Class II bicycle lanes are provided east of Bob Hope Drive. On-street parking is generally allowed on both sides of the street in the study area. Riverside Drive provides regional access to SR-134.
- **San Fernando Road/Boulevard** is classified as a Major Highway Class II in the City of Los Angeles and a secondary arterial street in the City of Burbank. It runs northwest-southeast along the south side of the Union Pacific/Metrolink Valley Railroad Line, provides two lanes in each travel direction, and is divided by a two-way left-turn lane. Parking is generally permitted on the south side of the street only. The roadway is named North San Fernando Boulevard in Burbank and San Fernando Road in Los Angeles.
- **"Little" San Fernando Boulevard** extends along the north side of the Union Pacific/ Metrolink Valley Rail Line northwest of Buena Vista Street. It is classified as a neighborhood collector that provides one lane in each travel direction. Parking is permitted on both sides of the street, and the southbound parking is configured as angled parking.
- **Sherman Way** is classified as an east-west major highway in the City of Los Angeles west of the project site. Between Lankershim Boulevard and Laurel Canyon Boulevard, it is classified as a divided major highway with six through lanes and a raised median island. On-street parking is available in the study area.
- **Thornton Avenue** is classified as an east-west two-lane neighborhood collector and is divided by a two-way left-turn lane. On-street parking is generally permitted on both sides of the street.
- **Tujunga Avenue** is classified as a secondary arterial in the City of Los Angeles running north-south in the study area. It provides one to two through lanes per direction, as well as a two-way left-turn lane. On-street parking is generally permitted on both sides of the street.
- **Vanowen Street** is classified as an east-west neighborhood collector that provides two lanes in each travel direction and a two-way continuous left-turn lane between Buena Vista Street and North Hollywood Way; and provides one lane in each travel direction and a two-way left-turn lane between North Hollywood Way and Clybourn Avenue. On-street parking is prohibited on the north side, but generally permitted on the south side.
- **Verdugo Avenue** is classified as an east-west neighborhood collector that provides one lane in each travel direction as well as a two-way left-turn lane. Class II bicycle lanes are provided on Verdugo Avenue between Clybourn Avenue and Victory Boulevard. Parking is generally allowed on both sides of the street.
- **Victory Boulevard** is classified as an east-west major arterial that provides two lanes in each travel direction and a two-way left-turn lane. Class II bicycle lanes are provided on Victory Boulevard between Burbank Boulevard and Clybourn Avenue. Generally, parking is allowed on both sides of the street.
- **Vineland Avenue** is classified as a north-south secondary arterial in the City of Los Angeles. It provides one to two through lanes per direction, as well as a shared center turn lane in the study area. On-street parking is generally permitted on both sides of the street. Vineland Avenue forms the western border of the project site; however, it does not provide access to the project site.



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SOURCE: Fehr & Peers, 2017

Avion Burbank Project

Figure 4.13-1
Transportation Study Area and Study Intersections

ESA

Existing Intersection Service Levels

In consultation with City of Burbank transportation staff, 61 intersections were selected for analysis in the transportation study area (see Figure 4.13-1). Forty-eight of the analyzed intersections are located in the City of Burbank, nine in the City of Los Angeles, and four on the Burbank-Los Angeles border. Traffic volumes at the study intersections were collected during the morning and afternoon peak hours, from 7:00 to 10:00 AM and from 4:30 to 7:30 PM, respectively, and the weekend peak from 2:00 to 5:00 PM. Three sets of weekday counts were collected in January 2017, in April and May 2017, and in January 2018. Weekday counts were averaged to determine volumes for weekday existing conditions. Weekend counts were collected in April 2017 and in January 2018 on Saturdays.

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent, nearly free-flow conditions at LOS A to overloaded, stop-and-go conditions at LOS F. LOS D is typically recognized as the minimum acceptable LOS in urban areas. LOS definitions for signalized intersections are provided in **Table 4.13-1,** *Level of Service Definitions for Signalized Intersections*; LOS definitions for unsignalized intersections are provided in **Table 4.13-2**, *Level of Service Definitions for Unsignalized Intersections*.

TABLE 4.13-1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

SOURCE: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

The intersections located in the City of Burbank were analyzed according to City of Burbank traffic study policies and procedures, while intersections located in the City of Los Angeles were analyzed according to policies and procedures required by that city. Both the City of Burbank and the City of Los Angeles require the use of Critical Movement Analysis (CMA) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980) to evaluate signalized intersection operations. The CMA

method of intersection capacity analysis determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS for turning movements and intersection characteristics at signalized intersections. Based on guidance provided by the City of Burbank and the City of Los Angeles, V/C reductions were applied to intersections that benefit from interconnected signal timing and/or signals that utilize various technologies to adapt to real-time traffic conditions.

TABLE 4.13-2
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

SOURCE: *Highway Capacity Manual,* Transportation Research Board, 2010.

For the unsignalized (stop-controlled) intersections, the City of Burbank requires application of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000) methodology to evaluate capacity and performance. The HCM operational method determines the average stopped delay experienced per vehicle (i.e., delay resulting from initial deceleration, queue move-up time, time actually stopped, and final acceleration). At four-way stop-controlled intersections, the reported delay is the average delay experienced by all vehicles at an intersection across an entire hour. At side-street stop-controlled intersections, delay is evaluated separately for each individual movement, and the reported delay is the worst-case delay experienced at the intersection across an entire hour. Unsignalized intersections in Los Angeles are solely analyzed to determine the need for installation of a traffic signal or other traffic control device, per LADOT policy (*Transportation Impact Study Guidelines*).

Using the traffic volumes collected for the morning, afternoon, and weekend peak hours, the 61 study intersections were analyzed using the methodologies described above to determine the current operating conditions. The calculation is expressed as a V/C ratio for signalized intersections, and in delay in terms of seconds per vehicle for unsignalized intersections located in the City of Burbank. **Table 4.13-3**, *Existing Level of Service for Signalized Intersections* summarizes the existing LOS for signalized intersections and **Table 4.13-4,** *Existing Level of Service for Unsignalized Intersections* summarizes the existing LOS for unsignalized intersections located in the City of Burbank. Detailed intersection traffic analysis LOS calculations are provided in Appendix J.

TABLE 4.13-3
EXISTING LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

No.	Intersection	Jurisdiction [a]	Peak Hour	V/C	LOS [d]
1.	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A
			PM	0.456	A
			WKEND	0.398	A
3.	N Hollywood Way & Tulare Ave	Burbank	AM	0.504	A
			PM	0.656	B
			WKEND	0.410	A
4.	N Hollywood Way & Winona Ave	Burbank	AM	0.564	A
			PM	0.819	D
			WKEND	0.506	A
5.	N Hollywood Way & Thornton Ave	Burbank	AM	0.867	D
			PM	0.756	C
			WKEND	0.605	B
6.	N Hollywood Way & N Avon St	Burbank	AM	0.663	B
			PM	0.687	B
			WKEND	0.538	A
7.	N Hollywood Way & W Victory Blvd	Burbank	AM	0.883	D
			PM	0.972	**E**
			WKEND	0.683	B
8.	N Hollywood Way & Burbank Blvd	Burbank	AM	0.853	D
			PM	0.832	D
			WKEND	0.595	A
9.	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.849	D
			PM	0.876	D
			WKEND	0.690	B
10.	N Hollywood Way & Verdugo Ave	Burbank	AM	0.772	C
			PM	0.840	D
			WKEND	0.545	A
11.	N Hollywood Way & W Alameda Ave	Burbank	AM	0.744	C
			PM	0.669	B
			WKEND	0.418	A
12.	N Hollywood Way & Riverside Dr	Burbank	AM	0.490	A
			PM	0.686	B
			WKEND	0.350	A
13.	N Hollywood Way & W Olive Ave	Burbank	AM	0.592	A
			PM	0.760	C
			WKEND	0.500	A
14.	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.686	B
			PM	0.682	B
			WKEND	0.355	A

No.	Intersection	Jurisdiction [a]	Peak Hour	V/C	LOS [d]
15.	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.592	A
			PM	0.555	A
			WKEND	0.340	A
16.	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.722	C
			PM	0.658	B
			WKEND	0.465	A
17.	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.891	D
			PM	1.035	**F**
			WKEND	0.521	A
18.	N Buena Vista St & Winona Ave	Burbank	AM	0.762	C
			PM	0.840	D
			WKEND	0.843	D
19.	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.839	D
			PM	0.682	B
			WKEND	0.618	B
20.	N Buena Vista St & Thorton Ave	Burbank	AM	0.541	A
			PM	0.581	A
			WKEND	0.278	A
21.	N Buena Vista St & W Empire Ave	Burbank	AM	0.551	A
			PM	0.625	B
			WKEND	0.462	A
22.	N Buena Vista St & W Victory Blvd	Burbank	AM	0.835	D
			PM	0.935	**E**
			WKEND	0.692	B
23.	N Buena Vista St & Burbank Blvd	Burbank	AM	0.842	D
			PM	0.817	D
			WKEND	0.641	B
24.	N Buena Vista St & Magnolia Blvd	Burbank	AM	0.896	D
			PM	0.896	D
			WKEND	0.680	B
25.	N Buena Vista St & W Olive Ave	Burbank	AM	0.853	D
			PM	0.824	D
			WKEND	0.582	A
26.	S Buena Vista St & W Alameda Ave	Burbank	AM	0.707	C
			PM	0.896	D
			WKEND	0.509	A
27.	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.796	C
			PM	0.764	C
			WKEND	0.527	A
28.	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.319	A
			PM	0.206	A
			WKEND	0.305	A

No.	Intersection	Jurisdiction [a]	Peak Hour	V/C	LOS [d]
31.	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.287	A
			PM	0.234	A
			WKEND	0.262	A
36.	N Ontario St & Winona Ave	Burbank	AM	0.187	A
			PM	0.170	A
			WKEND	0.057	A
37.	N Ontario St & Thornton Ave	Burbank	AM	0.483	A
			PM	0.405	A
			WKEND	0.165	A
38.	N Ontario St & W Empire Ave	Burbank	AM	0.264	A
			PM	0.285	A
			WKEND	0.138	A
39.	N Avon St & W Empire Ave	Burbank	AM	0.256	A
			PM	0.354	A
			WKEND	0.224	A
40.	N Hollywood Way & W Empire Ave	Burbank	AM	0.266	A
			PM	0.309	A
			WKEND	0.205	A
43.	N Victory Pl & W Burbank Blvd	Burbank	AM	0.719	C
			PM	0.798	C
			WKEND	0.820	D
44.	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.867	D
			PM	0.931	**E**
			WKEND	0.893	D
45.	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.497	A
			PM	0.539	A
			WKEND	0.658	B
46.	Airport & W Empire Ave	Burbank	AM	0.365	A
			PM	0.368	A
			WKEND	0.246	A
47.	Clybourn Ave & Vanowen St [b]	Burbank	AM	0.740	C
			PM	0.772	C
			WKEND	0.447	A
		Los Angeles	AM	0.409	A
			PM	0.492	A
			WKEND	0.243	A
48.	Vineland Ave & Vanowen St	Los Angeles	AM	0.828	D
			PM	0.925	**E**
			WKEND	0.611	B
49.	Vineland Ave & Victory Blvd	Los Angeles	AM	0.663	B
			PM	0.661	B
			WKEND	0.517	A

No.	Intersection	Jurisdiction [a]	Peak Hour	V/C	LOS [d]
50.	N Glenoaks Blvd & Cohasset St [b]	Burbank	AM	0.787	C
			PM	0.705	C
			WKEND	0.792	C
		Los Angeles	AM	0.726	C
			PM	0.639	B
			WKEND	0.732	C
51.	N Glenoaks Blvd & Tulare Ave/Keystone St [c]	Burbank	AM	0.514	A
			PM	0.446	A
			WKEND	0.353	A
52.	N Glenoaks Blvd & Winowa Ave/Irving Dr	Burbank	AM	0.517	A
			PM	0.524	A
			WKEND	0.437	A
53.	Scott Rd & Glenoaks Blvd/Peyton Ave [c]	Burbank	AM	1.103	**F**
			PM	0.825	D
			WKEND	0.704	C
54.	Burbank Blvd & Victory Blvd	Burbank	AM	0.476	A
			PM	0.449	A
			WKEND	0.426	A
55.	Buena Vista St & Verdugo Ave	Burbank	AM	0.862	D
			PM	0.877	D
			WKEND	0.578	A
56.	San Fernando Rd & Strathern St/Clybourn Ave	Los Angeles	AM	0.950	**E**
			PM	0.639	B
			WKEND	0.372	A
57.	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.653	B
			PM	0.601	B
			WKEND	0.424	A
58.	Vineland Ave & Strathern St	Los Angeles	AM	0.561	A
			PM	0.559	A
			WKEND	0.425	A
59.	Tujunga Ave & Vanowen St	Los Angeles	AM	0.635	B
			PM	0.662	B
			WKEND	0.384	A
60.	Olive Ave & Pass Ave	Burbank	AM	0.720	C
			PM	0.773	C
			WKEND	0.453	A
61.	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	0.932	**E**
			PM	0.842	D
			WKEND	0.576	A

[a] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
[b] For signalized intersections on the border between the City of Los Angeles and the City of Burbank, both methodologies are applied.
[c] 6-legged intersection, V/C calculated by hand.
[d] LOS shown in **bold** for intersections that operate below the LOS standard established by the governing jurisdiction.

SOURCE: Fehr & Peers, Inc., 2018.

TABLE 4.13-4
EXISTING LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

No.	Intersection	Intersection Control [a]	Jurisdiction [b]	Peak Hour	Delay	LOS [d]
29.	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A
				PM	0.0	A
				WKEND	0.0	A
30.	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	22.6	C
				PM	11.5	B
				WKEND	11.6	B
32.	N San Fernando Blvd & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	13.0	B
				PM	11.2	B
				WKEND	9.6	A
33.	N Kenwood St & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	8.8	A
				PM	8.7	A
				WKEND	8.6	A
34.	N San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	17.4	C
				PM	28.9	D
				WKEND	36.2	**E**
35.	N San Fernando Blvd & Winona Avenue	TWSC	Burbank	AM	14.8	B
				PM	12.2	B
				WKEND	12.1	B

[a] TWSC = Two-way stop-controlled; AWSC = All-way stop controlled.
[b] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
[c] For unsignalized intersections on the border between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis was also conducted.
[d] LOS shown in **bold** for intersections that operate below the LOS standard established by the governing jurisdiction.

SOURCE: Fehr & Peers, Inc., 2017.

As indicated in Table 4.13-3 and Table 4.13-4, nine study intersections are projected to operate at LOS E or F during either peak hour. The remaining study intersections operate at LOS D or better under existing peak hour traffic conditions. The nine study intersections that currently operate at poor conditions (meaning LOS E or F) during one or more of the three analyzed peak hours (AM, PM, and weekend) are:

- North Hollywood Way & West Victory Boulevard (Intersection No. 7) – PM peak hour
- North Buena Vista Street & I-5 NB Ramps (Intersection No. 17) – PM peak hour
- North Buena Vista Street & Victory Boulevard (Intersection No. 22) – PM peak hour
- North San Fernando Boulevard & I-5 SB Ramps (Intersection No. 34) – PM peak hour
- I-5 SB Off-Ramp & North Front Street/East Burbank Boulevard (Intersection No. 44) – PM peak hour
- Vineland Avenue & Vanowen Street (Intersection No. 48) – PM peak hour
- Scott Road & Glenoaks Boulevard/Peyton Avenue (Intersection No. 53) – AM peak hour

- San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56) – AM peak hour
- Barham Boulevard & Lakeside Plaza/Forest Lawn Drive (Intersection No. 61) – AM peak hour

Signal Warrant Analysis

A signal warrant analysis at the three unsignalized study intersections located in the City of Los Angeles was conducted for existing conditions. The analysis indicated that one location currently meets the signal warrant during the AM, PM, and weekend peak hours:

- North Hollywood Way & I-5 SB Off-Ramp (Intersection No. 2)

Freeway Ramp Queuing

A freeway ramp queuing analysis was conducted for study intersections at the following nine freeway ramps:

- I-5 Northbound Off-Ramp at North Hollywood Way (Intersection No. 1)
- I-5 Southbound Off-Ramp at North Hollywood Way (Intersection No. 2)
- I-5 Southbound Off-Ramp at North San Fernando Boulevard (Intersection No. 34)
- I-5 Northbound Off-Ramp at Buena Vista Street (Intersection No. 17)
- SR-134 Westbound Off-Ramp at Alameda Avenue (Intersection No. 15)
- SR-134 Westbound Off-Ramp at Riverside Drive & Buena Vista Street (Intersection No. 27)
- SR-134 Eastbound Off-Ramp at Pass Avenue (Intersection No. 14)
- I-5 Southbound Off-Ramp at Burbank Boulevard (Intersection No. 44)
- I-5 Northbound Off-Ramp at Burbank Blvd (Intersection No. 45)

The Synchro traffic analysis software was used to implement the HCM methodology to calculate the 95th percentile queues at and compare them with the available vehicle storage on these ramps. Traffic signal-related information such as phasing and timing plans (minimum green, maximum green, gap, etc.) were obtained from Cities of Burbank and Los Angeles for each location and the morning and evening peak hour traffic volumes from this study were used. Additional detail such as turn pocket lengths and ramp lengths was coded based on scaled distances from on-line aerial photographs. Detailed queue calculations are provided in Appendix J.

Based on the analysis, the following two ramps currently experience queuing greater than the available storage during the AM peak hour:

- I-5 Southbound Off-Ramp & North Hollywood Way (Intersection No. 2)
- SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street (Intersection No. 27)

Congestion Management Program Monitoring Stations

None of the study area intersections are identified as arterial monitoring locations in the Los Angeles County Congestion Management Program (CMP). The CMP arterial monitoring stations closest to the proposed project site are located at Victory Boulevard & Woodman Avenue (approximately 6 miles west of the project site) and Ventura Boulevard & Lankershim Boulevard (approximately 5 miles south of the project site).

The CMP freeway monitoring stations closest to the project site include the following:

- I-5 Freeway at Osborne Street, north of SR-170 (approximately 6 miles north of the site)
- I-5 Freeway north of Burbank Boulevard Ramps (approximately 3 miles from the site)
- I-5 Freeway south of Colorado Boulevard Exit (approximately 7 miles from the site)
- SR-134 at Forman Avenue (approximately 4 miles from the site)
- SR-134 east of Central Avenue (approximately 8 miles from the site)
- SR-170 south of Sherman Way (approximately 3 miles from the site)

Based on the CMP guidelines, the freeway monitoring station at I-5 Freeway north of Burbank Boulevard Ramps is the only CMP freeway monitoring station evaluated for the proposed project (refer to Section 4.13.4, *Methodology*, for further detail). That segment currently operates at LOS F in both northbound and southbound directions during both the AM and PM peak hours.

Public Transit Service

One commuter rail line and four bus lines currently serve the project site. These transit lines are described below and consist of Metrolink commuter rail, Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, and BurbankBus lines. **Figure 4.13-2**, *Existing Transit Service* illustrates the existing transit service in the transportation study area.

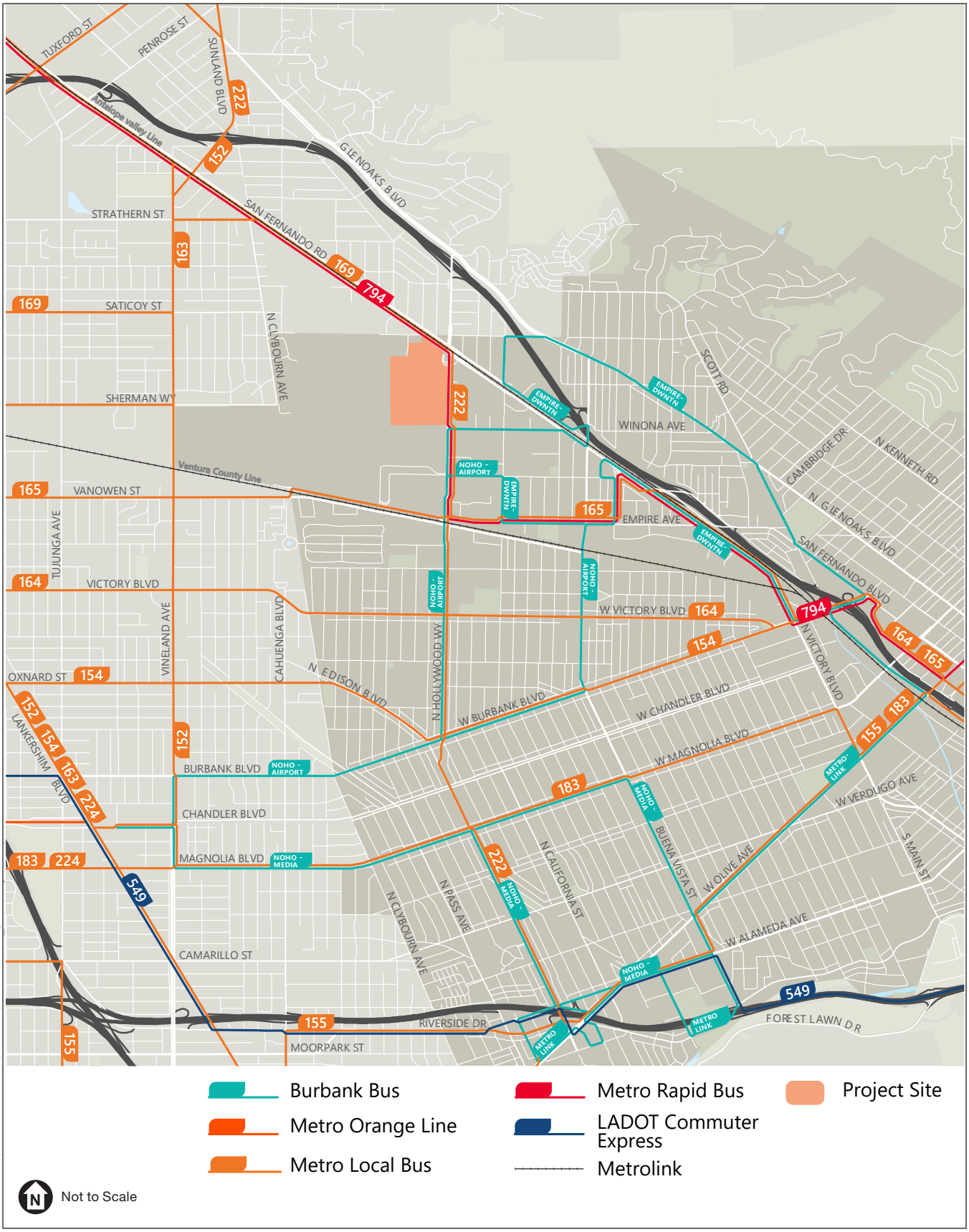
The following transit line provides service to the project site with peak period headways of 15 minutes or less:

- **Metro 94/794** is a north/south line that travel from Sylmar to downtown Los Angeles via San Fernando, Pacoima, Sun Valley, Burbank, and Glendale. Line 94/794 stops at the Sylmar/San Fernando and Sun Valley Metrolink Stations, Hollywood-Burbank Airport, and Los Angeles Union Station. Within the study area, Line 94/794 travel along Empire Avenue, Avon Street, and North Hollywood Way. Line 94 provides local service 7 days per week. Weekday service hours are from 4:30 to 2:00 AM. Peak hour headways on Line 94 are 15 to 20 minutes in the morning and 20 to 30 minutes in the afternoon. Line 794 provides rapid service on weekdays only between 4:30 AM to 9:30 PM. Peak hour headways on Line 794 are approximately 20 to 30 minutes in the morning and 20 minutes in the afternoon.

The following transit lines provide service to the project site with peak period headways longer than 15 minutes:

- **The Metrolink Antelope Valley Line** provides service from Lancaster in the Antelope Valley to Union Station in Downtown Los Angeles with stops in Palmdale, Vincent Grade/Acton, Via Princessa, Santa Clarita, Newhall, Sylmar/San Fernando, Sun Valley, downtown Burbank, and Glendale. Service to the project site will be available via the Burbank Airport-North Metrolink Station scheduled to open in 2018. Service is provided 7 days per week. Weekday morning and afternoon peak hour headways are 20 to 50 minutes; midday headways are 60 to 90 minutes.
- **Metro 169** is an east/west line that provides weekday service from West Hills Medical Center to Summitrose Street in Sunland via Canoga Park, Winnetka, Reseda, North Hills, Panorama City, and Van Nuys. The line travels primarily along Saticoy Street and Sunland Boulevard. Major stops include Van Nuys Airport and Van Nuys Metrolink station. Weekday service is provided from 4:30 AM to 7:30 PM. Peak hour headways on Line 169 are 50 to 60 minutes in the morning and 60 to 70 minutes in the afternoon. On weekends and holidays, Line 169 provides service from 7:00 AM to 7:30 PM only between the Hollywood-Burbank Airport and Sunland.
- **Metro 222** is a north/south line that provides service from Sun Valley to Hollywood via Burbank and Universal City. Line 222 travels along San Fernando Road, North Hollywood Way, Barham Boulevard, and Cahuenga Boulevard. Major stops include the Sun Valley Metrolink Station, Burbank Airport-North Metrolink Station, and the Hollywood & Highland Metro Red Line Station. Service is provided 7 days per week, with weekday service provided between 5:00 AM and 10:00 PM. Peak hour headways on Line 222 are 30 minutes in the morning and 40 minutes in the afternoon.
- **BurbankBus Empire/Downtown Loop** begins and ends at the downtown Burbank Metrolink Station and travels along Victory Boulevard, Empire Avenue, Ontario Street, Thornton Avenue, North Hollywood Way, Glenoaks Boulevard, and North San Fernando Boulevard. The Empire/Downtown Loop serves the project at the North Hollywood Way & Ontario Street stop. Service is provided on weekdays only from 6:00 to 9:45 AM. Headways are 18 minutes.

In addition to transit service operating directly adjacent to the project site, one commuter rail line, one bus rapid transit line (BRT), and eleven bus lines currently operate within the transportation study area. These transit include Metrolink commuter rail, Metro bus lines BurbankBus lines, and one Los Angeles Department of Transportation (LADOT) Commuter Express (CE) bus line. Further detail on these transit lines are provided in Appendix J.



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SOURCE: Fehr & Peers, 2017

Avion Burbank Project

Figure 4.13-2
Existing Transit Service

ESA

Bicycle Facilities

There is an extensive dedicated bicycle infrastructure within the study area. East of the project site, a bicycle lane (Class II facility) runs along North Hollywood Way between North San Fernando Boulevard and Pacific Avenue. There is a bicycle path (Class I facility) northeast of the project site that runs along the east side of I-5, from Buena Vista Street to Landis Street. There is also a bicycle path along Chandler Boulevard between Vineland Avenue and Mariposa Street. Near the project site, there are bicycle lanes along Glenoaks Boulevard, Vineland Avenue, Sherman Way, and Clybourn Avenue. There are also bicycle routes (Class III facilities) along portions of Pacific Avenue, Keystone Street, Maple Street, Pass Avenue, and California Street, located in the southern edge of the transportation study area.

In addition, there are a number of bike lanes and bike routes planned throughout the transportation study area, including the extension of the bike path along San Fernando Road/Boulevard. The proposed facilities are identified in the City of Los Angeles' *Mobility Plan 2035*, the City of Burbank Bicycle Master Plan, and Metro's Active Transportation Strategic Plan.

Pedestrian Facilities

Pedestrian walkways exist adjacent to the project site along North Hollywood Way, North San Fernando Boulevard and Cohasset Street. All of the streets immediately bordering the project site and nearly all of the other streets in the vicinity include sidewalks, facilitating pedestrian movement. Marked crosswalks are present at signalized intersections in the study area. Pedestrian walk phases are either automatically provided at signalized intersections or are actuated by pedestrian push-buttons.

4.13.2 Regulatory Setting

Key State and local laws, regulations, and policies pertaining to traffic and transportation in the Project area are summarized here. These provide the regulatory framework for addressing all aspects of transportation, planning, and infrastructure that would be affected by implementation of the proposed Project.

State

Congestion Management Program

The CMP is a State-mandated program enacted by the State legislature and was last updated in 2010. The program is intended to address the impact of local growth on the regional transportation system. Statutory requirements of the CMP include monitoring LOS on the CMP Highway and Roadway network, measuring frequency and routing of public transit, implementing the Transportation Demand Management and Land Use Analysis Program, and helping local jurisdictions meet their responsibilities under the CMP.

Metro, the local CMP agency, has established a Countywide approach to implement the statutory requirements of the CMP. This approach includes designating a highway network that includes all State highways and principal arterials within the County and monitoring traffic conditions on the

designated transportation network; performance measures to evaluate current and future system performance; promotion of alternative transportation methods; analysis of the impact of land use decisions on the transportation network; and mitigation to reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

The CMP requires an EIR to evaluate traffic and public transit impact analyses for select regional facilities based on the quantity of project traffic expected to use those facilities. The CMP guidelines state that areas selected for analysis should be those that include the following locations:

- All CMP arterial monitoring intersections, including monitored on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic; and
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, ring either the AM or PM weekday peak hours.

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with Statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 will result in a change in the metrics for determining impacts relative to the transportation network through the development of new methodologies for traffic analyses for CEQA documents to promote the State's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations.

Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for increased delay often involves widening a roadway or the size of an intersection, which increases capacity and may, therefore, increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses.

Among other things, SB 743 requires that the Office of Planning and Research (OPR) prepare revisions to the *State CEQA Guidelines* criteria for determining the significance of transportation impacts of projects within transit priority areas. OPR will submit the proposed changes to the

Secretary of the Natural Resources Agency to certify and adopt. In August 2014 OPR released a report entitled "Updating Transportation Impacts Analysis in the CEQA Guidelines" for public comment. The report contained a new proposed Section 15064.3 to the *State CEQA Guidelines* as well as proposed amendments to Appendix F (Energy Conservation) and Appendix G (Initial Study Checklist) of the *State CEQA Guidelines*. The comment period closed November 21, 2014 and OPR reviewed and considered comments to determine if revisions were needed. OPR conducted many months of intensive engagement with the public, public agencies, environmental organizations, development advocates, industry experts, and many others, regarding the analysis of transportation impacts. On January 20, 2016 OPR released a Notice of Availability for the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. The comment period closed on February 29, 2016. After substantial study and public comment throughout the process, OPR submitted a set of final revisions to the Natural Resources Agency in November 2017. The subsequent "rulemaking" process is anticipated to take approximately 6 months and SB 743 is expected to go into effect in 2018. Beginning January 1, 2020, the provisions of the OPR guidance shall apply statewide.

2014 Short Range Transportation Plan

Metro's 2014 Short Range Transportation Plan (SRTP) is a 10-year action plan that guides programs and projects through 2024. It advances Metro towards the long-term goals identified in the 2009 LRTP. The 2009 LRTP identifies the short-term challenges, provides an analysis of Metro's financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. Additionally, the 2009 LRTP addresses sustainability, future funding strategies, and measures of the Plan's performance.

Local

Burbank2035 General Plan Mobility Element

As part of the *Burbank2035 General Plan* (City's General Plan), the City adopted a revised Mobility Element in February 2013. The Mobility Element addresses coordination efforts among the local, regional, and State transportation plans to better resolve circulation issues. Because many transportation concerns are regional, addressing them requires intergovernmental and regional transportation management plans and policies. These partnerships ensure the most efficient use of funding, infrastructure, and other resources. The State also recommends the "preservation of transportation corridors for future system improvements."

In addition to the Mobility Element guidelines, Assembly Bill (AB) 1358, and the Complete Streets Act of 2008 require that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets is one way that cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

The Mobility Element is most closely related to the Land Use, Air Quality and Climate Change, and Noise Elements. Section 65300.5 of the California Government Code requires the Mobility Element to be consistent with the Land Use Element. The nature, routing, and design of circulation facilities are among the major determinants of urban form and land use. Conversely, planned densities and intensities create demand for transportation facilities. The Land Use Element and Mobility Element were developed concurrently, recognizing the close relationship between land use and transportation policy.

Los Angeles County Airport Land Use Plan

The proposed project is located within the Burbank Airport Planning Boundary and the west and southwest portion of the project site are located in the Airport Influence Area which is contained in the Los Angeles County Airport Land Use Plan. The planning boundaries delineate areas subject to safety hazards such as height restrictions and runway protection zones (RPZ).

The Airport Land Use Plan contains safety restrictions consistent with FAA guidelines including a Runway Protection Zone instituted by the FAA Regulations Part 77. The Runway Protection Zone is an area at ground level that provides for unobstructed passage of landing and departing aircraft through the above airspace.

In addition, the FAA has also established an advisory circular with regard to safety concerns associated with the construction of high-rise buildings since such buildings may present a hazard to aircraft operations.[441] Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations).[442]

The FAA requires that Form 7460-1, Notice of Proposed Construction or Alteration be filed with the FAA regional office prior to construction of buildings that are 200 feet or greater in height from the graded terrain. Any structure that exceeds an overall height of 200 feet AGL should generally be marked and/or lighted.[443] However, this determination is made by FAA and depends on terrain features, weather patterns, geographic location, number of structures, and overall layout of design.[444]

Burbank Municipal Code

The City of Burbank Municipal Code (BMC) (Title 6 Chapter 1) includes provisions for traffic control devices, restrictions, and allowances for turning movements, pedestrian crosswalks, parking restrictions, truck routes for commercial vehicles with three or more axles, public transit zones, speed limits, curb markings, bicycle parking, and many other regulations for design and traffic control features.

[441] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.
[442] Code of Federal Regulations, Title 14 part 77, 2007.
[443] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.
[444] Federal Aviation Administration, AC 70/7460-1K, Obstruction Marking and Lighting, 2007.

The BMC (Section 10-1-1408 of Chapter 1) contains the following parking requirements for the land uses that comprise the proposed project:

- Office – 3 parking spaces per 1,000 square feet
- Retail – 3.3 parking spaces per 1,000 square feet
- Restaurant – 10 parking spaces per 1,000 square feet
- Warehouse – 1 parking space per 1,000 square feet
- Hotel/Motel – 1 parking space per room

Road improvement plans for projects are reviewed by the City's Public Works Department for compliance with the City's Codes for street, driveway, and parking designs, and traffic control measures such as signage and signals. Traffic enforcement as required by the BMC is regulated by the City's Police Department.

Bicycle Master Plan

To promote bicycle travel, the City of Burbank adopted a Bicycle Master Plan in 2009 to encourage bicycling and ensure that adequate facilities are maintained within the City to serve bicycle riders of all ages and skill sets. The City recognizes that a safe and effective bikeway network enhances the quality of life for residents and visitors to the City. The Bicycle Master Plan incorporates the planning of routes and facilities into the circulation network, promotes bicycling as a primary form of travel to reduce traffic, and prioritizes investments in bicycle infrastructure.

Burbank Transportation Management Organization

The Burbank Transportation Management Organization (BTMO) is a private-sector nonprofit organization formed to formally bring together employers, developers, building owners, and other stakeholders to collectively establish policies, programs, and services that address local transportation and air quality issues and concerns. More specifically, the BTMO develops, coordinates, and implements cost effective transportation management programs that comply with traffic congestion and clean air requirements; improve mobility and access to Burbank businesses for employees, customers, vendors, and visitors; and enhances the community commitment to traffic mitigation and clean air. Businesses with 25 or more employees who are located in the Burbank Media District or Downtown Burbank are required to join the BTMO. In addition, the Media Studios North development in the Golden State area was required to join the BTMO as part of the entitlement process for that project.

4.13.3 Thresholds of Significance

State CEQA Guidelines

According to Appendix G of the *State CEQA Guidelines*, the proposed project could have a potentially significant impact with respect to Transportation and Traffic if it would:

- 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 (see **Impact 4.13-1**);

- 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 (see **Impact 4.13-2**);
- 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 (see **Impact 4.13-3**);
- Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment) (see **Impact 4.13-4**);
- Result in inadequate emergency access (see **Impact 4.13-5**);
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (see **Impact 4.13-6**); or
- Substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access (see **Impact 4.13-7**).

City of Burbank Criteria

Signalized intersections within the City of Burbank's were analyzed using the following criteria for the **Impact 4.13-1** discussion:

- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.020 or more with the intersection operating at LOS D after the addition of project traffic.
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.010 or more with the intersection operating at LOS E after the addition of project traffic.
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.005 or more with the intersection operating at LOS F after the addition of project traffic.

The City of Burbank's impact criteria is based on delay-based LOS and percent increase in number of project trips traveling through an intersection. An impact is triggered in accordance with the following parameters (**Impact 4.13-1**):

Level of Service	Final Average Control Delay per Vehicle (seconds)	Project-Related Increase in Vehicle Trips Through Intersection
D	25 to 35 seconds	Two percent
E	35 to 50 seconds	One percent
F	> 50 seconds	Five or more project trips

City of Los Angeles Criteria

The **Impact 4.13-1** analysis for signalized intersections within the City of Los Angeles was conducted using City of Los Angeles impact criteria, which state a significant impact is triggered when one of the following criteria is met:

- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.040 or more with the intersection operating at LOS C after the addition of project traffic.
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.020 or more with the intersection operating at LOS D after the addition of project traffic.
- The increase in the V/C ratio from future base conditions to future base plus project conditions is 0.010 or more with the intersection operating at LOS E or F after the addition of project traffic.

Unsignalized intersections in the City of Los Angeles are not analyzed to determine significant impacts, but are analyzed to determine if a signal warrant is met.

Congestion Management Program Criteria

The CMP traffic impact analysis (**Impact 4.13-2**) guidelines establish that a significant project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity ($V/C \geq 0.02$).

Construction

Short-term adverse traffic and parking impacts could occur in the project vicinity during construction of the project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic along North Hollywood Way and North San Fernando Boulevard; and pedestrian traffic flow near the project site could be altered as a result of construction. These potential impacts are discussed under **Impact 4.13-7**.

4.13.4 Methodology

Project Traffic

The development of traffic generation estimates for the proposed project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation

The proposed project consists of creative office space, retail, restaurant, creative industrial space, and a hotel. In consultation with the City of Burbank, trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition* (2012) were used to estimate trip-

making characteristics for these land uses. The total number of project trips calculated using the ITE trip generation rates was reduced to reflect the trips that would be made to and from the project site using transit. The total number of project trips was also reduced by the expected internal capture of the proposed project. Internal capture refers to trips generated by mixed-use developments, where trips to or from two land uses in the proposed project are made by just one vehicle trip entering or leaving the project site. Such trips may include those made by office workers patronizing the retail before or after their commute home. Internal capture results in a lower number of total vehicles entering and leaving the project site, which in turn reduces the total number of vehicles on the roadway network.

The proposed project, following the application of the trip generation credits described above, would generate approximately 8,984 net daily trips, including 897 and 1,128 trips in the AM and PM peak hours, respectively. The proposed project is estimated to generate 599 trips during the weekend mid-day peak hour. **Table 4.13-5**, *Project Trip Generation Estimates*, shows the trip generation for the project.

Trip Distribution

The geographic distribution of the traffic generated by the proposed project depends on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed development are drawn, and the location of the project in relation to the surrounding street system. The City's Travel Demand Model was used to develop the project trip distribution and represents a localized version of the regional Southern California Association of Governments (SCAG) model. The distribution pattern detailed below was applied for project traffic, under both existing and future conditions.

- 30 percent to/from the north (I-5, San Fernando Road)
- 43 percent to/from the south (I-5, N Glenoaks Boulevard, N Victory Boulevard, W Olive Avenue)
- 5 percent to/from the east (SR-134)
- 22 percent to/from the west (SR-134, Vanowen Street, Victory Boulevard, Burbank Boulevard, Magnolia Boulevard)

Trip Assignment

The traffic generated by the proposed project was assigned to the street network using the distribution patterns described above. The assignment of project trips differs between the existing and future conditions scenarios due to the opening of new ramps for I-5 at Empire Avenue. Diagrams showing the assignment of project trips at each study intersection are provided in Appendix J.

TABLE 4.13-5
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use Code	Size (ksf = 1,000 square feet)		Daily Trips	AM Peak Hour Trips			Weekend Mid-Day Peak Hour			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total	In	Out	Total
Creative Office	710	142.25	ksf	1,716	223	31	254	33	28	61	40	198	238
Transit credit [a]				(172)	(22)	(3)	(25)	(3)	(3)	(6)	(4)	(20)	(24)
Net Driveway Trips				1,544	201	28	229	30	25	55	36	178	214
High Turnover Restaurant	932	7.74	ksf	984	46	38	84	58	51	109	46	30	76
Internal capture [b]				(197)	(9)	(8)	(17)	(12)	(10)	(22)	(9)	(6)	(15)
Net Driveway Trips				787	37	30	67	46	41	87	37	24	61
Retail	820	7.74	ksf	330	4	3	7	19	18	37	14	15	29
Internal capture [b]				(66)	(1)	(1)	(2)	(4)	(4)	(8)	(3)	(3)	(6)
Net Driveway Trips				264	3	2	5	15	14	29	11	12	23
Industrial Park	130	1014.89	ksf	5,743	483	106	589	114	241	355	173	649	822
Transit credit [a]				(574)	(48)	(11)	(59)	(11)	(24)	(35)	(17)	(65)	(82)
Internal capture [b]				0	0	0	0	0	0	0	0	0	0
Net Driveway Trips				5,169	435	95	530	103	217	320	156	584	740
Hotel	310	166	rooms	1,356	52	36	88	67	53	120	51	49	100
Transit credit [a]				(136)	(5)	(4)	(9)	(7)	(5)	(12)	(5)	(5)	(10)
Internal capture [b]				0	0	(13)	(13)	0	0	0	0	0	0
Net Driveway Trips				1,220	47	19	66	60	48	108	46	44	90
Project Total				10,129	808	214	1,022	291	391	682	324	941	1,265
Internal capture [b]				(263)	(10)	(22)	(32)	(16)	(14)	(30)	(12)	(9)	(21)
Transit credit [c]				(882)	(75)	(18)	(93)	(21)	(32)	(53)	(26)	(90)	(116)
Project Total Trips				**8,984**	**723**	**174**	**897**	**254**	**345**	**599**	**286**	**842**	**1,128**

[a] A credit was developed to account for transit, biking, and walking access to the project site.
[b] Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by MXD 2.0 Mixed Use Trip Generation Methodology, which incorporated the findings of NCHRP Project 8-51 as described in "Improved Estimation for Internal Trip Capture for Mixed-use Developments," ITE Journal, August 2010.
SOURCE: ITE *Trip Generation, 9th Edition*, 2012; Fehr & Peers, Inc., 2017.

Cumulative Analysis (Future Conditions)

To evaluate the potential impacts of the proposed project on Future Base (Year 2024) conditions, estimates of future traffic conditions in the transportation study area, both without and with project-generated traffic, were estimated. First, estimates of traffic growth were developed for the study area to forecast future conditions without the proposed project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the proposed project (related projects). These projected traffic volumes, identified herein as the Future Base conditions, represent the future study year conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. The project traffic was added to the Future Base to form the Future plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the proposed project.

Future Base (Year 2024) Conditions

The Future Base traffic projections reflect growth in traffic from two primary sources: background or ambient growth in the existing traffic volumes to reflect the effects of overall regional growth both in and outside of the transportation study area, and traffic generated by specific projects in, or in the vicinity of, the transportation study area. In addition, traffic shifts due to the Hollywood-Burbank Airport Terminal Replacement were considered.

The Mobility Element forecasts growth of traffic volumes of approximately 0.72 percent per year in the vicinity of the transportation study area. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate at least through the year 2024. With the assumed completion date of 2024, per the direction of City of Burbank staff, the existing 2017 traffic volumes were adjusted upward by 5.2 percent to reflect area-wide regional growth.

The second part of background traffic growth is the traffic generated by related projects. Related projects, or cumulative projects, are planned developments that are anticipated to be completed by the time the proposed project is constructed and operational. Related projects are taken into account in terms of the extent of growth, the location of growth, and the origins/destinations of vehicle trips. Information on related projects was collected from the City of Burbank and the City of Los Angeles. A total of 23 related projects, 17 in Burbank and six in Los Angeles, that would generate additional traffic in the transportation study area were identified. Characteristics of each of the related projects, as well as their location in relation to the proposed project, are provided in Chapter 3.9 of this Draft EIR.

Combined, the related projects are estimated to generate approximately 79,363 daily weekday trips, of which 8,800 vehicles per hour (vph) will occur during the morning peak hour and 9,536 vph during the evening peak hour. On weekends, 4,970 vph are estimated to occur during the peak hour. Similar to the distribution methodology described above for project-generated vehicle trips, the geographic distribution of the traffic generated by the related projects is dependent on the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the

location of the projects in relation to the surrounding street system. The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above, or taken from existing traffic studies when available.

Hollywood-Burbank Airport

By 2024, the Hollywood-Burbank Airport's passenger terminal is planned to be relocated from its current location between Empire Avenue and North Hollywood Way to a new location on North Hollywood Way at the current location of Airport Lot A and the employee parking lot. The Future Base analysis for the proposed project reflects the expected shift in vehicle trips due to the terminal relocation.

I-5 Interchanges

As part of the I-5 reconstruction, a new ramp interchange is being constructed at Empire Avenue that will provide new on- and off-ramps for both northbound and southbound travel. In addition, the interchange at Burbank Boulevard is being reconfigured to provide on- and off-ramps for both northbound and southbound travel. Currently the interchange at Burbank Boulevard does not include a northbound on-ramp. The Future Base analysis for the proposed project reflects the expected shift in vehicle trips due to these new and reconfigured interchanges.

Future plus Project Conditions

The project-generated traffic volumes were added to the 2024 Future Base traffic volumes to develop Future plus Project peak hour traffic volumes. In addition, as part of the proposed project, Tulare Avenue would connect North Hollywood Way to the relocated Hollywood-Burbank Airport passenger terminal (described above). It is estimated that this new connection could result in a shift of approximately 33 percent of vehicles accessing the airport from Winona Avenue to Tulare Avenue. The shifts in traffic would not affect vehicle volumes at any other study intersections.

4.13.5 Impact Analysis

Traffic Increase

Impact 4.13-1: The proposed project would 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. (Significant and Unavoidable)

Existing plus Project Impacts

Intersection Operations

The estimated project traffic was added to the existing (Year 2017) traffic volumes to estimate Existing plus Project traffic volumes. These traffic volumes were then analyzed to determine the projected V/C ratios or delay and LOS for each of the analyzed intersections for this scenario. **Table 4.13-6**, *Existing plus Project LOS Analysis for Signalized Intersections* summarizes the Existing plus Project LOS for signalized intersections, and **Table 4.13-7**, *Existing plus Project*

LOS Analysis for Unsignalized Intersections summarizes the Existing plus Project LOS for unsignalized intersections located in the City of Burbank.

After applying the significance thresholds described previously for the City of Burbank and the City of Los Angeles, it was determined that the addition of project-generated traffic would result in significant impacts at the following 14 study intersections during one or more of the three analyzed peak hours (AM, PM, and weekend):

- North Hollywood Way & Tulare Avenue (Intersection No. 3) – PM peak hour
- North Hollywood Way & Winona Avenue (Intersection No. 4) – PM peak hour
- North Hollywood Way & Thornton Avenue (Intersection No. 5) – AM and PM peak hours
- North Hollywood Way & West Victory Boulevard (Intersection No 7) – PM peak hour
- North Hollywood Way & Burbank Boulevard (Intersection No. 8) – PM peak hour
- North Buena Vista Street & I-5 Northbound Ramps (Intersection No. 17) – AM and PM peak hours
- North Buena Vista Street & Winona Avenue (Intersection No. 18) – PM peak hour
- North Buena Vista Street & North San Fernando Boulevard (Intersection No. 19) – AM peak hour
- North Hollywood Way Southbound & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30) – AM peak hour
- North San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34) – PM and weekend peak hours
- North Victory Place & West Burbank Boulevard (Intersection No. 43) – PM peak hour
- I-5 Southbound off-Ramp/North Front St & E Burbank Boulevard (Intersection No. 44) – PM peak hour
- Vineland Avenue & Vanowen Street (Intersection No. 48) – PM peak hour
- San Fernando Boulevard & Strathern Street/Clybourn Ave (Intersection No. 56) – AM peak hour

TABLE 4.13-6
EXISTING PLUS PROJECT LOS ANALYSIS FOR SIGNALIZED INTERSECTIONS

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
1.	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.490	A	0.538	A	0.048	No
			PM	0.456	A	0.511	A	0.055	No
			WKEND	0.398	A	0.427	A	0.029	No
3.	N Hollywood Way & Tulare Ave	Burbank	AM	0.504	A	0.681	B	0.177	No
			PM	0.656	B	0.967	E	0.311	**Yes**
			WKEND	0.410	A	0.538	A	0.128	No
4.	N Hollywood Way & Winona Ave	Burbank	AM	0.564	A	0.650	B	0.086	No
			PM	0.819	D	0.859	D	0.040	**Yes**
			WKEND	0.506	A	0.540	A	0.034	No
5.	N Hollywood Way & Thornton Ave	Burbank	AM	0.867	D	0.888	D	0.021	**Yes**
			PM	0.756	C	0.819	D	0.063	**Yes**
			WKEND	0.605	B	0.647	B	0.042	No
6.	N Hollywood Way & N Avon St	Burbank	AM	0.663	B	0.701	C	0.038	No
			PM	0.687	B	0.725	C	0.038	No
			WKEND	0.538	A	0.574	A	0.036	No
7.	N Hollywood Way & W Victory Blvd	Burbank	AM	0.883	D	0.884	D	0.001	No
			PM	0.972	E	1.041	F	0.069	**Yes**
			WKEND	0.683	B	0.725	C	0.042	No
8.	N Hollywood Way & Burbank Blvd	Burbank	AM	0.853	D	0.862	D	0.009	No
			PM	0.832	D	0.852	D	0.020	**Yes**
			WKEND	0.595	A	0.613	B	0.018	No
9.	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.849	D	0.856	D	0.007	No
			PM	0.876	D	0.893	D	0.017	No
			WKEND	0.690	B	0.700	B	0.010	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
10.	N Hollywood Way & Verdugo Ave	Burbank	AM	0.772	C	0.783	C	0.011	No
			PM	0.840	D	0.849	D	0.009	No
			WKEND	0.545	A	0.555	A	0.010	No
11.	N Hollywood Way & W Alameda Ave	Burbank	AM	0.744	C	0.747	C	0.003	No
			PM	0.669	B	0.682	B	0.013	No
			WKEND	0.418	A	0.432	A	0.014	No
12.	N Hollywood Way & Riverside Dr	Burbank	AM	0.490	A	0.494	A	0.004	No
			PM	0.686	B	0.687	B	0.001	No
			WKEND	0.350	A	0.355	A	0.005	No
13.	N Hollywood Way & W Olive Ave	Burbank	AM	0.592	A	0.602	B	0.010	No
			PM	0.760	C	0.769	C	0.009	No
			WKEND	0.500	A	0.506	A	0.006	No
14.	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.686	B	0.700	C	0.014	No
			PM	0.682	B	0.687	B	0.005	No
			WKEND	0.355	A	0.360	A	0.005	No
15.	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.592	A	0.597	A	0.005	No
			PM	0.555	A	0.557	A	0.002	No
			WKEND	0.340	A	0.342	A	0.002	No
16.	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.722	C	0.724	C	0.002	No
			PM	0.658	B	0.665	B	0.007	No
			WKEND	0.465	A	0.469	A	0.004	No
17.	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.891	D	0.916	E	0.025	**Yes**
			PM	1.035	F	1.045	F	0.010	**Yes**
			WKEND	0.521	A	0.531	A	0.010	No
18.	N Buena Vista St & Winona Ave	Burbank	AM	0.762	C	0.782	C	0.020	No
			PM	0.840	D	0.860	D	0.020	**Yes**
			WKEND	0.843	D	0.861	D	0.018	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
19.	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.839	D	0.863	D	0.024	**Yes**
			PM	0.682	B	0.740	C	0.058	No
			WKEND	0.618	B	0.635	B	0.017	No
20.	N Buena Vista St & Thorton Ave	Burbank	AM	0.541	A	0.542	A	0.001	No
			PM	0.581	A	0.583	A	0.002	No
			WKEND	0.278	A	0.280	A	0.002	No
21.	N Buena Vista St & W Empire Ave	Burbank	AM	0.551	A	0.556	A	0.005	No
			PM	0.625	B	0.633	B	0.008	No
			WKEND	0.462	A	0.464	A	0.002	No
22.	N Buena Vista St & W Victory Blvd	Burbank	AM	0.835	D	0.841	D	0.006	No
			PM	0.935	E	0.945	E	0.010	No
			WKEND	0.692	B	0.702	C	0.010	No
23.	N Buena Vista St & Burbank Blvd	Burbank	AM	0.842	D	0.843	D	0.001	No
			PM	0.817	D	0.821	D	0.004	No
			WKEND	0.641	B	0.645	B	0.004	No
24.	N Buena Vista St & Magnolia Blvd	Burbank	AM	0.896	D	0.898	D	0.002	No
			PM	0.896	D	0.898	D	0.002	No
			WKEND	0.680	B	0.683	B	0.003	No
25.	N Buena Vista St & W Olive Ave	Burbank	AM	0.853	D	0.855	D	0.002	No
			PM	0.824	D	0.827	D	0.003	No
			WKEND	0.582	A	0.585	A	0.003	No
26.	S Buena Vista St & W Alameda Ave	Burbank	AM	0.707	C	0.707	C	0.000	No
			PM	0.896	D	0.899	D	0.003	No
			WKEND	0.509	A	0.512	A	0.003	No
27.	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.796	C	0.805	D	0.009	No
			PM	0.764	C	0.771	C	0.007	No
			WKEND	0.527	A	0.532	A	0.005	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
28.	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.319	A	0.326	A	0.007	No
			PM	0.206	A	0.234	A	0.028	No
			WKEND	0.305	A	0.318	A	0.013	No
31.	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.287	A	0.368	A	0.081	No
			PM	0.234	A	0.265	A	0.031	No
			WKEND	0.262	A	0.273	A	0.011	No
36.	N Ontario St & Winona Ave	Burbank	AM	0.187	A	0.188	A	0.001	No
			PM	0.170	A	0.176	A	0.006	No
			WKEND	0.057	A	0.060	A	0.003	No
37.	N Ontario St & Thornton Ave	Burbank	AM	0.483	A	0.484	A	0.001	No
			PM	0.405	A	0.407	A	0.002	No
			WKEND	0.165	A	0.167	A	0.002	No
38.	N Ontario St & W Empire Ave	Burbank	AM	0.264	A	0.266	A	0.002	No
			PM	0.285	A	0.285	A	0.000	No
			WKEND	0.138	A	0.139	A	0.001	No
39.	N Avon St & W Empire Ave	Burbank	AM	0.256	A	0.256	A	0.000	No
			PM	0.354	A	0.364	A	0.010	No
			WKEND	0.224	A	0.233	A	0.009	No
40.	N Hollywood Way & W Empire Ave	Burbank	AM	0.266	A	0.283	A	0.017	No
			PM	0.309	A	0.337	A	0.028	No
			WKEND	0.205	A	0.221	A	0.016	No
43.	N Victory Pl & W Burbank Blvd	Burbank	AM	0.719	C	0.728	C	0.009	No
			PM	0.798	C	0.829	D	0.031	**Yes**
			WKEND	0.820	D	0.830	D	0.010	No
44.	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.867	D	0.871	D	0.004	No
			PM	0.931	E	0.950	E	0.019	**Yes**
			WKEND	0.893	D	0.901	E	0.008	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
45.	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.497	A	0.497	A	0.000	No
			PM	0.539	A	0.539	A	0.000	No
			WKEND	0.658	B	0.658	B	0.000	No
46.	Airport & W Empire Ave	Burbank	AM	0.365	A	0.390	A	0.025	No
			PM	0.368	A	0.383	A	0.015	No
			WKEND	0.246	A	0.252	A	0.006	No
47.	Clybourn Ave & Vanowen St [b]	Burbank	AM	0.740	C	0.774	C	0.034	No
			PM	0.772	C	0.800	C	0.028	No
			WKEND	0.447	A	0.463	A	0.016	No
		Los Angeles	AM	0.409	A	0.434	A	0.025	No
			PM	0.492	A	0.512	A	0.020	No
			WKEND	0.243	A	0.254	A	0.011	No
48.	Vineland Ave & Vanowen St	Los Angeles	AM	0.828	D	0.840	D	0.013	No
			PM	0.925	E	0.939	E	0.015	**Yes**
			WKEND	0.611	B	0.617	B	0.006	No
49.	Vineland Ave & Victory Blvd	Los Angeles	AM	0.663	B	0.671	B	0.008	No
			PM	0.661	B	0.670	B	0.009	No
			WKEND	0.517	A	0.521	A	0.004	No
50.	N Glenoaks Blvd & Cohasset St [b]	Burbank	AM	0.787	C	0.802	D	0.015	No
			PM	0.705	C	0.720	C	0.015	No
			WKEND	0.792	C	0.803	D	0.011	No
		Los Angeles	AM	0.726	C	0.742	C	0.016	No
			PM	0.639	B	0.655	B	0.016	No
			WKEND	0.732	C	0.743	C	0.011	No
51.	N Glenoaks Blvd & Tulare Ave/Keystone St [c]	Burbank	AM	0.514	A	0.515	A	0.002	No
			PM	0.446	A	0.448	A	0.002	No
			WKEND	0.353	A	0.356	A	0.003	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
52.	N Glenoaks Blvd & Winowa Ave/Irving Dr	Burbank	AM	0.517	A	0.521	A	0.004	No
			PM	0.524	A	0.541	A	0.017	No
			WKEND	0.437	A	0.445	A	0.008	No
53.	Scott Rd & Glenoaks Blvd/Peyton Ave [c]	Burbank	AM	1.103	F	1.106	F	0.003	No
			PM	0.825	D	0.829	D	0.004	No
			WKEND	0.704	C	0.710	C	0.005	No
54.	Burbank Blvd & Victory Blvd	Burbank	AM	0.476	A	0.479	A	0.003	No
			PM	0.449	A	0.464	A	0.015	No
			WKEND	0.426	A	0.432	A	0.006	No
55.	Buena Vista St & Verdugo Ave	Burbank	AM	0.862	D	0.863	D	0.001	No
			PM	0.877	D	0.880	D	0.003	No
			WKEND	0.578	A	0.580	A	0.002	No
56	San Fernando Rd & Strathern St/Clybourn Ave	Los Angeles	AM	0.950	E	0.999	E	0.049	**Yes**
			PM	0.639	B	0.693	B	0.054	No
			WKEND	0.372	A	0.402	A	0.030	No
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.653	B	0.669	B	0.016	No
			PM	0.601	B	0.613	B	0.012	No
			WKEND	0.424	A	0.433	A	0.009	No
58	Vineland Ave & Strathern St	Los Angeles	AM	0.561	A	0.582	A	0.021	No
			PM	0.559	A	0.582	A	0.023	No
			WKEND	0.425	A	0.434	A	0.009	No
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.635	B	0.649	B	0.014	No
			PM	0.662	B	0.675	B	0.013	No
			WKEND	0.384	A	0.389	A	0.005	No
60	Olive Ave & Pass Ave	Burbank	AM	0.720	C	0.721	C	0.001	No
			PM	0.773	C	0.776	C	0.003	No
			WKEND	0.453	A	0.454	A	0.001	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Existing (2017)		Existing (2017) + Project		Impacts	
				V/C	LOS [d]	V/C	LOS [d]	Change in V/C	Significant?
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	0.932	E	0.936	E	0.004	No
			PM	0.842	D	0.844	D	0.002	No
			WKEND	0.576	A	0.578	A	0.002	No

[a] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
[b] For signalized intersections on the border between the City of Los Angeles and the City of Burbank, both methodologies are applied.
[c] 6-legged intersection, V/C calculated by hand.
[d] LOS shown in **bold** for intersections that operate below the LOS standard established by the governing jurisdiction.
SOURCE: Fehr & Peers, Inc., 2018.

TABLE 4.13-7
EXISTING PLUS PROJECT LOS ANALYSIS FOR UNSIGNALIZED INTERSECTIONS

					Existing (2017)		Existing (2017) + Project		Impacts	
No.	Intersection	Intersection Control [a]	Jurisdiction [b]	Peak Hour	Delay	LOS [d]	Delay	LOS	Project-Related Increase in Vehicle Trips Through Intersection	Significant?
29.	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A	0.0	A	10%	No
				PM	0.0	A	0.0	A	18%	No
				WKEND	0.0	A	0.0	A	10%	No
30.	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	22.6	C	30.9	D	13%	**Yes**
				PM	11.5	B	12.6	B	14%	No
				WKEND	11.6	B	12.3	B	10%	No
32.	N San Fernando Blvd & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	13.0	B	17.4	C	20%	No
				PM	11.2	B	18.4	C	29%	No
				WKEND	9.6	A	11.8	B	17%	No
33.	N Kenwood St & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	8.8	A	8.8	A	205%	No
				PM	8.7	A	9.6	A	245%	No
				WKEND	8.6	A	8.9	A	202%	No
34.	N San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	17.4	C	19.1	C	4%	No
				PM	28.9	D	33.9	D	5%	**Yes**
				WKEND	36.2	E	40.5	E	39%	**Yes**
35	N San Fernando Blvd & Winona Avenue	TWSC	Burbank	AM	14.8	B	15.3	C	9%	No
				PM	12.2	B	13.2	B	13%	No
				WKEND	12.1	B	12.4	B	5%	No

A TWSC = Two-way stop-controlled; AWSC = All-way stop controlled.

b Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.

c For unsignalized intersections on the border between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis was also conducted.

d LOS shown in bold for intersections that operate below the LOS standard established by the governing jurisdiction.

SOURCE: Fehr & Peers, Inc., 2018.

Signal Warrant

As noted previously for existing conditions, a signal warrant analysis at the three unsignalized study intersections located in the City of Los Angeles was conducted. Similar to the results for existing conditions, the analysis indicated that one location would meet the signal warrant during the AM, PM, and weekend peak hours under Existing plus Project conditions:

- North Hollywood Way & I-5 Southbound Off-Ramp (Intersection No. 2)

Per LADOT policy, this analysis was done only to determine the need for installation of a traffic signal or other traffic control device. As such, this analysis is provided for informational purposes only and is not considered for the determination of an impact.

Freeway Ramp Queuing

As noted previously for existing conditions, a freeway ramp queuing analysis was conducted at nine freeway ramp terminal intersections. This analysis is provided for informational-purposes only, as Caltrans does not have an established significance threshold for ramp queuing. Detailed queue calculations are provided in Appendix J. Based on the analysis, the following two ramps would experience queuing greater than the available storage during the AM peak hour in the Existing plus Project scenario:

- North Hollywood Way & I-5 Southbound Off-Ramp (Intersection No. 2)
- SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street (Intersection No. 27)

These are the same two locations identified for existing conditions as experiencing queue lengths in excess of the total storage capacity. If the City of Los Angeles were to install a traffic signal at North Hollywood Way & I-5 Southbound Off-Ramp (see signal warrant analysis above), queuing would no longer exceed the available ramp storage. If the City of Los Angeles does not install a traffic signal at this location, queue lengths would continue to exceed available storage capacity. This is an existing deficiency and not one that would be created by the addition of project-generated trips. Furthermore, the addition of project-generated trips would not result in any new queuing deficiencies at any of the other study freeway ramp locations.

Future plus Project

Intersection Operations

The estimated project traffic was added to the Future (Year 2024) traffic volumes to estimate Future plus Project traffic volumes. These traffic volumes were then analyzed to determine the projected V/C ratios or delay and LOS for each of the analyzed intersections for this scenario. **Table 4.13-8**, *Future plus Project LOS Analysis for Signalized Intersections* summarizes the Future plus Project LOS for signalized intersections, and **Table 4.13-9**, *Future Plus Project LOS Analysis for Unsignalized Intersections* summarizes the Future plus Project LOS for unsignalized intersections located in the City of Burbank.

After applying the significance thresholds described previously for the City of Burbank and the City of Los Angeles, it was determined that the addition of project-generated traffic would result in significant impacts at the following 15 study intersections during one or more of the three analyzed peak hours (AM, PM, and weekend):

- North Hollywood Way & Tulare Avenue (Intersection No. 3) – AM and PM peak hours
- North Hollywood Way & Thornton Avenue (Intersection No. 5) – AM and PM peak hours
- North Hollywood Way & Avon Street (Intersection No. 6) –PM peak hour
- North Hollywood Way & Victory Boulevard (Intersection No. 7) – AM and PM peak hours
- North Hollywood Way & Burbank Boulevard (Intersection No. 8) – PM peak hour
- North Hollywood Way & Magnolia Boulevard (Intersection No. 9) – PM peak hour
- North Hollywood Way & West Alameda Avenue (Intersection No. 11) – PM peak hour
- North Buena Vista Street & North San Fernando Boulevard (Intersection No. 19) – PM peak hour
- South Buena Vista Street & SR-134 Westbound Ramps/Riverside Drive (Intersection No. 27) – AM and PM peak hours
- North Hollywood Way Southbound & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30) – AM peak hour
- North San Fernando Boulevard & Cohasset Street (Intersection No. 32) – PM peak hour
- North San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34) – PM peak hour
- Clybourn Avenue & Vanowen Street (Intersection No. 47) – AM and PM peak hours
- Vineland Avenue & Vanowen Street (Intersection No. 48) – AM and PM peak hours
- San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56) – AM and PM peak hours

TABLE 4.13-8
FUTURE PLUS PROJECT LOS ANALYSIS FOR SIGNALIZED INTERSECTIONS

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
1.	N Hollywood Way & I-5 NB Ramps	Los Angeles/Caltrans	AM	0.574	A	0.621	B	0.048	No
			PM	0.544	A	0.598	A	0.055	No
			WKEND	0.465	A	0.495	A	0.030	No
3.	N Hollywood Way & Tulare Ave	Burbank	AM	0.575	A	0.869	D	0.294	**Yes**
			PM	0.752	C	1.123	F	0.371	**Yes**
			WKEND	0.461	A	0.646	B	0.185	No
4.	N Hollywood Way & Winona Ave	Burbank	AM	0.860	D	0.799	C	-0.061	No
			PM	0.976	E	0.971	E	-0.005	No
			WKEND	0.632	B	0.648	B	0.016	No
5.	N Hollywood Way & Thornton Ave	Burbank	AM	0.878	D	0.901	E	0.023	**Yes**
			PM	0.914	E	0.951	E	0.037	**Yes**
			WKEND	0.731	C	0.764	C	0.033	No
6.	N Hollywood Way & N Avon St	Burbank	AM	0.698	B	0.777	C	0.079	No
			PM	0.768	C	0.816	D	0.048	**Yes**
			WKEND	0.559	A	0.610	B	0.051	No
7.	N Hollywood Way & W Victory Blvd	Burbank	AM	0.962	E	0.973	E	0.011	**Yes**
			PM	1.060	F	1.093	F	0.033	**Yes**
			WKEND	0.751	C	0.779	C	0.028	No
8.	N Hollywood Way & Burbank Blvd	Burbank	AM	0.964	E	0.972	E	0.008	No
			PM	0.928	E	0.948	E	0.020	**Yes**
			WKEND	0.663	B	0.677	B	0.014	No
9.	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.971	E	0.978	E	0.007	No
			PM	1.003	F	1.020	F	0.017	**Yes**
			WKEND	0.779	C	0.789	C	0.010	No

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
10.	N Hollywood Way & Verdugo Ave	Burbank	AM	0.887	D	0.899	D	0.012	No
			PM	0.977	**E**	0.986	**E**	0.009	No
			WKEND	0.611	B	0.621	B	0.010	No
11.	N Hollywood Way & W Alameda Ave	Burbank	AM	0.971	**E**	0.973	**E**	0.002	No
			PM	0.914	**E**	0.936	**E**	0.022	**Yes**
			WKEND	0.538	A	0.551	A	0.013	No
12.	N Hollywood Way & Riverside Dr	Burbank	AM	0.567	A	0.572	A	0.005	No
			PM	0.903	**E**	0.905	**E**	0.002	No
			WKEND	0.430	A	0.435	A	0.005	No
13.	N Hollywood Way & W Olive Ave	Burbank	AM	0.769	C	0.780	C	0.011	No
			PM	1.155	**F**	1.160	**F**	0.005	No
			WKEND	0.629	B	0.635	B	0.006	No
14.	Pass Ave & SR-134 EB Off-Ramp	Burbank/Caltrans	AM	0.877	D	0.892	D	0.015	No
			PM	0.768	C	0.774	C	0.006	No
			WKEND	0.420	A	0.425	A	0.005	No
15.	SR-134 Ramps/N Cordova St & W Alameda Ave	Burbank/Caltrans	AM	0.749	C	0.755	C	0.006	No
			PM	0.704	C	0.706	C	0.002	No
			WKEND	0.402	A	0.404	A	0.002	No
16.	N Buena Vista St & N Glenoaks Blvd	Burbank	AM	0.738	C	0.739	C	0.001	No
			PM	0.680	B	0.687	B	0.007	No
			WKEND	0.780	C	0.783	C	0.003	No
17.	N Buena Vista St & I-5 NB Ramps	Burbank/Caltrans	AM	0.848	D	0.859	D	0.011	No
			PM	1.026	**F**	1.030	**F**	0.004	No
			WKEND	0.830	D	0.834	D	0.004	No
18.	N Buena Vista St & Winona Ave	Burbank	AM	0.794	C	0.804	D	0.010	No
			PM	0.773	C	0.778	C	0.005	No
			WKEND	0.644	B	0.650	B	0.006	No

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
19.	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.705	C	0.721	C	0.016	No
			PM	0.841	D	0.868	D	0.027	**Yes**
			WKEND	0.540	A	0.546	A	0.006	No
20.	N Buena Vista St & Thorton Ave	Burbank	AM	0.569	A	0.570	A	0.001	No
			PM	0.600	B	0.602	B	0.002	No
			WKEND	0.429	A	0.431	A	0.002	No
21.	N Buena Vista St & W Empire Ave	Burbank	AM	0.586	A	0.592	A	0.006	No
			PM	0.666	B	0.674	B	0.008	No
			WKEND	0.495	A	0.498	A	0.003	No
22.	N Buena Vista St & W Victory Blvd	Burbank	AM	0.924	E	0.927	E	0.003	No
			PM	1.007	F	1.011	F	0.004	No
			WKEND	0.733	C	0.737	C	0.004	No
23.	N Buena Vista St & Burbank Blvd	Burbank	AM	0.985	E	0.987	E	0.002	No
			PM	0.924	E	0.927	E	0.003	No
			WKEND	0.697	B	0.701	C	0.004	No
24.	N Buena Vista St & Magnolia Blvd	Burbank	AM	1.088	F	1.089	F	0.001	No
			PM	1.046	F	1.049	F	0.003	No
			WKEND	0.745	C	0.748	C	0.003	No
25.	N Buena Vista St & W Olive Ave	Burbank	AM	1.040	F	1.042	F	0.002	No
			PM	1.132	F	1.135	F	0.003	No
			WKEND	0.673	B	0.676	B	0.003	No
26.	S Buena Vista St & W Alameda Ave	Burbank	AM	0.910	E	0.911	E	0.001	No
			PM	1.101	F	1.104	F	0.003	No
			WKEND	0.580	A	0.583	A	0.003	No
27.	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.974	E	0.984	E	0.010	**Yes**
			PM	0.909	E	0.919	E	0.010	**Yes**
			WKEND	0.585	A	0.590	A	0.005	No

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
28.	N Hollywood Way NB Off-Ramp & N San Fernando Blvd	Burbank	AM	0.360	A	0.375	A	0.015	No
			PM	0.256	A	0.298	A	0.042	No
			WKEND	0.347	A	0.362	A	0.015	No
31.	N Hollywood Way SB Ramps & N San Fernando Blvd	Burbank	AM	0.382	A	0.465	A	0.083	No
			PM	0.330	A	0.366	A	0.036	No
			WKEND	0.306	A	0.338	A	0.032	No
36.	N Ontario St & Winona Ave	Burbank	AM	0.225	A	0.227	A	0.002	No
			PM	0.205	A	0.208	A	0.003	No
			WKEND	0.073	A	0.076	A	0.003	No
37.	N Ontario St & Thornton Ave	Burbank	AM	0.566	A	0.567	A	0.001	No
			PM	0.490	A	0.492	A	0.002	No
			WKEND	0.242	A	0.245	A	0.003	No
38.	N Ontario St & W Empire Ave	Burbank	AM	0.355	A	0.378	A	0.023	No
			PM	0.349	A	0.364	A	0.015	No
			WKEND	0.187	A	0.196	A	0.009	No
39.	N Avon St & W Empire Ave	Burbank	AM	0.350	A	0.355	A	0.005	No
			PM	0.344	A	0.361	A	0.017	No
			WKEND	0.170	A	0.185	A	0.015	No
40.	N Hollywood Way & W Empire Ave	Burbank	AM	0.264	A	0.281	A	0.017	No
			PM	0.336	A	0.364	A	0.028	No
			WKEND	0.200	A	0.212	A	0.012	No
41.	I-5 SB Ramps & W Empire Ave	Burbank/Caltrans	AM	0.405	A	0.435	A	0.030	No
			PM	0.526	A	0.538	A	0.012	No
			WKEND	0.672	B	0.683	B	0.011	No
42.	I-5 NB Ramps & N San Fernando Blvd	Burbank/Caltrans	AM	0.493	A	0.526	A	0.033	No
			PM	0.662	B	0.675	B	0.013	No
			WKEND	0.694	B	0.706	C	0.012	No

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
43.	N Victory Pl & W Burbank Blvd	Burbank	AM	0.769	C	0.773	C	0.004	No
			PM	0.867	D	0.881	D	0.014	No
			WKEND	0.864	D	0.868	D	0.004	No
44.	I-5 SB Off-Ramp/N Front St & E Burbank Blvd	Burbank/Caltrans	AM	0.817	D	0.819	D	0.002	No
			PM	0.964	E	0.965	E	0.001	No
			WKEND	0.880	D	0.881	D	0.001	No
45.	I-5 NB Off-Ramp & W Burbank Blvd	Burbank/Caltrans	AM	0.778	C	0.780	C	0.002	No
			PM	0.782	C	0.782	C	0.000	No
			WKEND	0.828	D	0.828	D	0.000	No
46.	Airport & W Empire Ave	Burbank	AM	0.436	A	0.462	A	0.026	No
			PM	0.383	A	0.398	A	0.015	No
			WKEND	0.260	A	0.267	A	0.007	No
47.	Clybourn Ave & Vanowen St [b]	Burbank	AM	0.832	D	0.867	D	0.035	**Yes**
			PM	0.852	D	0.881	D	0.029	**Yes**
			WKEND	0.503	A	0.519	A	0.016	No
		Los Angeles	AM	0.473	A	0.499	A	0.026	No
			PM	0.549	A	0.569	A	0.020	No
			WKEND	0.282	A	0.292	A	0.011	No
48.	Vineland Ave & Vanowen St	Los Angeles	AM	0.896	D	0.909	E	0.013	**Yes**
			PM	0.998	E	1.013	F	0.015	**Yes**
			WKEND	0.659	B	0.664	B	0.006	No
49.	Vineland Ave & Victory Blvd	Los Angeles	AM	0.707	C	0.715	C	0.008	No
			PM	0.707	C	0.716	C	0.009	No
			WKEND	0.556	A	0.559	A	0.003	No

No.	Intersection	Jurisdiction [a]	Peak Hour	Future (2024) V/C	Future (2024) LOS [d]	Future (2024) + Project V/C	Future (2024) + Project LOS [d]	Impacts Change in V/C	Impacts Significant?
50.	N Glenoaks Blvd & Cohasset St [b]	Burbank	AM	0.833	D	0.848	D	0.015	No
			PM	0.738	C	0.752	C	0.014	No
			WKEND	0.842	D	0.852	D	0.010	No
		Los Angeles	AM	0.775	C	0.791	C	0.016	No
			PM	0.675	B	0.690	B	0.015	No
			WKEND	0.784	C	0.795	C	0.010	No
51.	N Glenoaks Blvd & Tulare Ave/Keystone St [c]	Burbank	AM	0.514	A	0.541	A	0.027	No
			PM	0.452	A	0.477	A	0.025	No
			WKEND	0.363	A	0.385	A	0.021	No
52.	N Glenoaks Blvd & Winowa Ave/Irving Dr	Burbank	AM	0.518	A	0.535	A	0.017	No
			PM	0.541	A	0.558	A	0.017	No
			WKEND	0.452	A	0.459	A	0.007	No
53.	Scott Rd & Glenoaks Blvd/Peyton Ave [c]	Burbank	AM	1.166	F	1.169	F	0.003	No
			PM	0.862	D	0.868	D	0.007	No
			WKEND	0.732	C	0.738	C	0.005	No
54.	Burbank Blvd & Victory Blvd	Burbank	AM	0.521	A	0.522	A	0.001	No
			PM	0.484	A	0.486	A	0.002	No
			WKEND	0.462	A	0.463	A	0.001	No
55.	Buena Vista St & Verdugo Ave	Burbank	AM	1.079	F	1.081	F	0.002	No
			PM	1.040	F	1.043	F	0.003	No
			WKEND	0.625	B	0.627	B	0.002	No
56	San Fernando Rd & Strathern St/Clybourn Ave	Los Angeles	AM	1.031	F	1.080	F	0.049	**Yes**
			PM	0.696	B	0.749	C	0.053	**Yes**
			WKEND	0.410	A	0.440	A	0.030	No
57	San Fernando Rd & Sunland Blvd	Los Angeles	AM	0.720	C	0.736	C	0.016	No
			PM	0.670	B	0.683	B	0.013	No
			WKEND	0.466	A	0.475	A	0.009	No

				Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**V/C**	**LOS [d]**	**V/C**	**LOS [d]**	**Change in V/C**	**Significant?**
58	Vineland Ave & Strathern St	Los Angeles	AM	0.599	A	0.621	B	0.022	No
			PM	0.612	B	0.634	B	0.022	No
			WKEND	0.467	A	0.476	A	0.009	No
59	Tujunga Ave & Vanowen St	Los Angeles	AM	0.692	B	0.705	C	0.013	No
			PM	0.720	C	0.733	C	0.013	No
			WKEND	0.419	A	0.425	A	0.006	No
60	Olive Ave & Pass Ave	Burbank	AM	0.873	D	0.876	D	0.003	No
			PM	1.020	F	1.024	F	0.004	No
			WKEND	0.509	A	0.511	A	0.002	No
61	Barham Blvd & Lakeside Plaza/Forest Lawn Dr	Los Angeles	AM	1.289	F	1.294	F	0.005	No
			PM	1.040	F	1.047	F	0.007	No
			WKEND	0.651	B	0.653	B	0.002	No

[a] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
[b] For signalized intersections on the border between the City of Los Angeles and the City of Burbank, both methodologies are applied.
[c] 6-legged intersection, V/C calculated by hand.
[d] LOS shown in **bold** for intersections that operate below the LOS standard established by the governing jurisdiction.

SOURCE: Fehr & Peers, Inc., 2018.

TABLE 4.13-9
FUTURE PLUS PROJECT LOS ANALYSIS FOR UNSIGNALIZED INTERSECTIONS

					Future (2024)		Future (2024) + Project		Impacts	
No.	**Intersection**	**Intersection Control [a]**	**Jurisdiction [b]**	**Peak Hour**	**Delay**	**LOS [d]**	**Delay**	**LOS**	**Project-Related Increase in Vehicle Trips Through Intersection**	**Significant?**
29.	N Hollywood Way NB & San Fernando Rd WB Ramps	Un-Controlled	Burbank	AM	0.0	A	0.0	A	8%	No
				PM	0.0	A	0.0	A	14%	No
				WKEND	0.0	A	0.0	A	9%	No
30.	N Hollywood Way SB & N San Fernando Blvd EB Ramps	TWSC	Burbank	AM	37.9	E	62.7	F	320	**Yes**
				PM	12.9	B	14.3	B	11%	No
				WKEND	12.8	B	13.6	B	8%	No
32.	N San Fernando Blvd & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	15.6	C	22.6	C	16%	No
				PM	12.6	B	29.0	D	23%	**Yes**
				WKEND	10.1	B	12.7	B	14%	No
33.	N Kenwood St & Cohasset St [c]	TWSC	Burbank/Los Angeles	AM	9.3	A	9.3	A	92%	No
				PM	9.2	A	10.6	B	108%	No
				WKEND	9.0	A	9.3	A	71%	No
34.	N San Fernando Blvd & I-5 SB Ramps	AWSC	Burbank	AM	20.1	C	21.4	C	2%	No
				PM	43.0	E	46.0	E	34%	**Yes**
				WKEND	13.2	B	13.5	B	2%	No
35.	N San Fernando Blvd & Winona Avenue	TWSC	Burbank	AM	22.6	C	24.8	C	8%	No
				PM	15.6	C	17.8	C	12%	No
				WKEND	15.7	C	16.6	C	7%	No

[a] TWSC = Two-way stop-controlled; AWSC = All-way stop controlled.
[b] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
[c] For unsignalized intersections on the border between the City of Los Angeles and the City of Burbank, HCM 2000 LOS methodology is shown here; signal warrant analysis was also conducted.
[d] LOS shown in **bold** for intersections that operate below the LOS standard established by the governing jurisdiction.

SOURCE: Fehr & Peers, Inc., 2018.

Signal Warrant

As noted previously for existing conditions, a signal warrant analysis at the three unsignalized study intersections located in the City of Los Angeles was conducted. The analysis indicated that two locations would meet the signal warrant during one or more of the three analyzed peak hours under Future plus Project conditions:

- North Hollywood Way & I-5 SB Off-Ramp (Intersection No. 2) – all peak hours
- North San Fernando Boulevard & Cohasset Street (Intersection No. 32) – PM peak hour only

Per LADOT policy, this analysis was done only to determine the need for installation of a traffic signal or other traffic control device. As such, this analysis is provided for informational purposes only and is not considered for the determination of an impact.

Freeway Ramp Queueing

As noted previously for existing conditions, a freeway ramp queuing analysis was conducted at nine freeway ramp terminal intersections. For the Future plus Project analysis, however, 11 freeway ramp locations were evaluated due to the presence of two new ramps at I-5 (West Empire Avenue, North San Fernando Boulevard) that were not present in existing conditions. This analysis is provided for informational-purposes only, as Caltrans does not have an established significance threshold for ramp queueing. Detailed queue calculations are provided in Appendix J. Based on the analysis, the following two ramps would experience queuing greater than the available storage during the AM peak hour in the Future plus Project scenario:

- I-5 Southbound Off-Ramp & North Hollywood Way (Intersection No. 2)
- SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street (Intersection No. 27)

These are the same two locations identified for existing conditions as experiencing queue lengths in excess of the total storage capacity. If the City of Los Angeles were to install a traffic signal at North Hollywood Way & I-5 Southbound Off-Ramp (see signal warrant analysis above), queuing would no longer exceed the available ramp storage. The addition of project-generated trips would not result in any new queuing deficiencies at any of the other study freeway ramp locations. Furthermore, the SR-134 Westbound Off-Ramps & Riverside Drive/Buena Vista Street was tested with the proposed mitigation (see discussion of Mitigation Measures beginning on p. 4.13-51) for this intersection in the Future plus Project scenario. This mitigation would convert the existing northbound through/right-turn lane to a through lane and right-turn lane. The northbound approach would therefore be one left-turn lane, two through lanes, and one right-turn lane. With the implementation of this mitigation at this intersection, queuing would not exceed the ramp storage in the Future plus Project scenario.

Mitigation Measures

The following section discusses the mitigation measures proposed to mitigate the proposed project's significant impacts under the Existing plus Project and/or Future plus Project traffic scenarios. Project significant impacts were identified at 14 study intersections under Existing plus Project conditions and 15 study intersections under Future plus Project conditions.

There are several intersections where impacts would occur in the Existing plus Project traffic scenario, but not in the Future plus Project traffic scenario, either due to planned improvements or re-opening of lanes that were closed due to I-5 Empire Interchange construction during the existing conditions. As such, mitigation measures were not evaluated for these locations, which include:

- Buena Vista Street & I-5 NB Ramps (Intersection No. 17) – new traffic patterns in future year scenarios due to temporary construction closures during the existing year scenarios;
- Buena Vista Street & Winona Avenue (Intersection No. 18) – new traffic patterns in future year scenarios due to temporary construction closures during the existing year scenarios;
- North Victory Place & West Burbank Boulevard (Intersection No. 43) – new traffic patterns in future scenarios due to temporary construction closures during existing scenarios; and
- I-5 SB Off-Ramp/Front Street & Burbank Boulevard (Intersection No. 44) – new lane geometries in future year scenarios.

In addition, an impact would occur at the North Hollywood Way & Winona Avenue (Intersection No. 4) in the Existing plus Project traffic scenario, but not in the Future plus Project traffic scenario because of new traffic patterns resulting from a possible connection via Tulare Avenue between North Hollywood Way and the Airport terminal. A mitigation measure was explored for the North Hollywood Way & Winona Avenue intersection because an airport connection via Tulare Avenue is not certain to occur and mitigation would be needed if Winona Avenue remains the only airport connection from North Hollywood Way.

The mitigation measures for the project include improvements that would increase the capacity and/or the efficiency of the roadway system at study intersections where significant impacts are expected to occur. Opportunities for physical and operational mitigation measures such as restriping of intersection approaches to add turn lanes and improving traffic control devices or signal phasing were evaluated. The emphasis was to identify physical and/or operational improvements that could be implemented efficiently and maintain consistency with the Mobility Element goals.

The Mobility Element provides the City with a framework for determining the feasibility of intersection improvements based upon right-of-way constraints or instances where the physical layout of intersection improvements causes a conflict between City's General Plan Goals and Policies and the City's LOS D standard. The screening analysis used in the City's General Plan and in this analysis relies on the following four overarching City policy groups that support the City's General Plan: Any transportation improvement should: (1) be achievable within the existing right-of-way; (2) be in conformity with the existing scale and design of the location they serve; (3) allow for complete streets; and (4) maintain pedestrian opportunities. These four overarching policies are supported by the City's General Plan through several Land Use and

Mobility Element Policies. The relationship between the policy-based screening framework and the City's General Plan Goals and Policies is further described below.

- **Right-of-Way Needs**

  A policy conflict is triggered if any right-of-way acquisition is needed to implement the proposed mitigation, assuming lane width minimum and 10-foot sidewalks.

  Supporting General Plan Policies:

  Mobility Element

  Policy 1.2: Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.

  Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as a method of last resort.

- **Scale and Design**

  A policy conflict is triggered if the scale and design goes beyond the Maximum Acceptable Mitigations 'template' identified in the Burbank2035 FEIR, or if the mitigation needed increases the existing travel-way width (measured from curb-to-curb) along a "residential/mixed-use" area.

  Supporting General Plan Policies:

  Mobility Element

  Policy 1.5: Design transportation improvements to be compatible with the scale and design of existing infrastructure.

- **Complete Streets**

  A conflict is triggered if the mitigation increases the travel-way width along the intersection so as to narrow existing sidewalks, decrease bike lane widths, or greatly disturb transit/bus stop locations.

  Supporting General Plan Policies:

  Mobility Element

  Policy 3.2: Complete city streets by providing facilities for all transportation modes.

  Land Use Element

  Policy 4.1: Maintain complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.

- **Pedestrian Opportunities**

  A conflict is triggered if the proposed mitigation requires sidewalks to go below the minimum sidewalk width standards specified in Table M-2 of the Mobility Element.

Supporting General Plan Policies:

Mobility Element

Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations

Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2 (15-feet for sidewalks adjacent to the Buena Vista St./Empire Ave. and Buena Vista St./Victory Blvd. intersections).

Land Use Element

Policy 4.5: Require pedestrian-oriented areas to include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, art, kiosks, and restrooms.

Under the City's General Plan, a mitigation measure is considered to result in a significant land use impact if the proposed improvement conflicts with the "Right-of-Way Needs" policies or with two or more of the "Scale and Design," "Complete Streets," or "Pedestrian Opportunities" policies.

It should be noted that while the Burbank Municipal Code does not require the proposed project to participate in the BTMO because it is not located within the Burbank Media District or Burbank Center Specific Plan areas, the project will be required to join the BTMO as a condition of the project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the impacts identified above. However, for the purposes of this analysis, no trip reduction credit was taken for implementing transportation demand management programs.

The following mitigation measures were evaluated against the policy-based screening analysis discussed above. **Table 4.13-10** and **Table 4.13-11** present the LOS results for Existing plus Project and Future plus Project conditions, respectively, at intersections where mitigation measures were applied.[445] Lane configurations for study intersections with mitigation measures are included in Appendix J.

Existing plus Project – Signalized Intersections

MM TRANS-1: North **Hollywood Way & Tulare Avenue (Intersection No. 3):** In order to mitigate the impact at North Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- The northbound approach (Hollywood Way) would be restriped to provide one additional through lane between just north of Avon Street and just north of

[445] The results of the application of the improvements described in both feasible and infeasible mitigation measures are provided in the LOS tables.

Tulare Avenue. In addition, it would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing Class II bicycle lanes would be separated from vehicular traffic by a 3-foot buffer along the project's frontage between Winona Avenue and just north of Tulare Avenue.

- The eastbound approach (Tulare Avenue) would be widened to include one left-turn lane and one through/right-turn lane.
- The southbound approach (Hollywood Way) would be widened to include one southbound right turn lane so that the southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane.

The eastbound approach is set to be redesigned as part of the proposed project, and could accommodate the two lanes proposed in this mitigation measure. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is not wide enough to accommodate the additional northbound lanes and maintain the three current southbound through lanes. In order to accommodate this mitigation and to widen the sidewalk to 10 feet as prescribed in the City's General Plan, Hollywood Way would need to be widened by 5 feet on the west side along the project's frontage between the North San Fernando Boulevard/North Hollywood Way SW intersection and Winona Avenue, which would require acquiring right-of-way from the project. In addition, the west side of Hollywood Way would have to be widened by an additional 10 feet (15 feet total) from the centerline of Tulare Avenue to a point approximately 300 feet south of Tulare Avenue, whereby the widening would taper from 15 feet back to 5 feet over a distance of an additional 300 feet (for a total of 600 feet south of Tulare Avenue). Also, the west side of Hollywood Way would have to be widened by an additional 19 feet (24 feet total) from the centerline of Tulare Avenue to a point approximately 150 feet north of Tulare Avenue. As this mitigation measure would only require right-of-way from the project to be implemented, and because the existing bicycle lanes are being further protected, it would not violate any of the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level under Existing plus Project conditions.

Significance after Mitigation: Less than significant.

MM TRANS-2: North **Hollywood Way & Winona Avenue (Intersection No. 4):** In order to mitigate the impact at North Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, one through/right-turn lane.

- Existing bicycle lanes would be maintained and improved on Hollywood Way.

The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is wide enough to accommodate the additional lane without reducing the number of southbound lanes or removing the existing bicycle lanes. This mitigation measure would not conflict with any of the criteria in the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level.

It should be noted that the Hollywood-Burbank Airport Terminal Replacement Project also included a mitigation measure to address an intersection impact at this location. That mitigation measure required widening the northbound and eastbound approaches to add additional travel lanes beyond those described above, which would also reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions.

Significance after Mitigation: Less than significant.

MM TRANS-3: North Hollywood Way & Thornton Avenue (Intersection No. 5): In order to mitigate the impact at North Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, and one through/right-turn lane.
- Southbound Hollywood Way would be restriped to convert the southbound right-turn lane into a southbound through/right-turn lane, resulting in the following configuration: one left turn lane, two through lanes, and one through/right-turn lane.
- Existing bicycle lanes would be maintained and improved on Hollywood Way.

The existing curb-to-curb width on North Hollywood Way at this intersection varies between Avon Street and just north of Thornton Avenue, but is wide enough to accommodate the additional travel lanes and maintain the existing bicycle lanes if the existing raised median is reconstructed between Avon Street and Thornton Avenue. However, widening would be required at the existing southbound right-turn lane into the commercial property south of Thornton Avenue in order to accommodate the existing right-turn lane, existing bike lane, and three travel lanes. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions, and would not conflict with any of the criteria in the policy-based screening analysis.

Significance after Mitigation: Less than significant.

North **Hollywood Way & Victory Boulevard (Intersection No. 7):** In order to mitigate the impact at North Hollywood Way & Victory Boulevard to a less-than- significant level, it would have to be widened and restriped at the northbound and southbound approaches. The northbound approach would be widened to include one left-turn lane,

three through lanes, and one right-turn lane. The southbound approach would be widened to include one left-turn lane, three through lanes, and one right-turn lane.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound and southbound lanes. In order to accommodate these improvements, the street would need to be at widened to at least 94 feet, which cannot be accommodated within the existing right-of-way, which would conflict with the Right-of-Way and Complete Streets portions of the policy-based screening analysis. The improvements would also conflict with the Scale & Design portion of the policy-based screening analysis because the three through lanes would exceed the Maximum Acceptable Mitigations (MAMS) template identified in the City's General Plan FEIR. Therefore, implementation of these improvements is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and unavoidable.

North **Hollywood Way & Burbank Boulevard (Intersection No. 8):** In order to mitigate the impact at North Hollywood Way & Burbank Boulevard to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be widened to include two left-turn lanes, one through lane, and one through/right lane. The westbound approach would be widened to include two left-turn lanes, two through lanes, and one through/right lane.

The existing curb-to-curb width on Burbank Boulevard at this intersection is approximately 68 feet, which is not wide enough to accommodate the new eastbound and westbound lanes. In order to accommodate these improvements, the street would need to be widened to at least 80 feet, which would require narrowing the sidewalks, which would conflict with the Complete Streets portion of the policy-based screening analysis. The improvements would also conflict with the Scale & Design portion of the policy-based screening analysis because it would narrow sidewalks below the 15 feet prescribed in the MAMS template identified in the City's General Plan FEIR. Therefore, implementation of these improvements is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and unavoidable.

Buena Vista Street & North San Fernando Boulevard (Intersection No. 19): In order to mitigate the impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level, the intersection would have to be widened and restriped at the southbound approach to include two left-turn lanes, one through lane, and one through/right-turn lane.

The southbound approach at Buena Vista Street is currently under construction as part of improvements to I-5, which will include a new center median containing columns to support a new rail bridge. The new curb-to-curb width at this approach is expected to be less than 40 feet. To accommodate the proposed improvement, the City would need to acquire right-of-way to widen the curb-to-curb distance and reconstruct the rail bridge over Buena Vista Street. Therefore, the improvement fails the Right-of-Way Needs elements of the policy-based screening analysis and is also physically infeasible.

Therefore, implementation of these improvements is deemed infeasible and the impact would remain significant and unavoidable.

The General Plan mitigation measure proposed for this intersection was also tested, which calls for the restriping of the eastbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This change would not reduce the proposed project's incremental increase in V/C to a less than significant level, because it would add capacity to a non-critical movement (eastbound left).

Significance: Significant and unavoidable.

Vineland Avenue & Vanowen Street (Intersection No. 48): In order to mitigate the impact at Vineland Avenue & Vanowen Street to a less than significant level, it would have to be widened and restriped at the eastbound and westbound approaches. The eastbound approach would be restriped to include one left turn lane, two through lanes, and one through/right lane. The westbound approach would be widened to include one left-turn lane, two through lanes, and one right-turn lane.

The existing curb-to-curb width on Vanowen Street is approximately 62 feet, which is not wide enough to accommodate the additional lanes. In order to accommodate this improvement, the street would need to be widened, which would require acquiring right-of-way from adjacent properties and/or narrowing the sidewalks. As this intersection is located within the City of Los Angeles, implementation of the improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56): In order to mitigate the impact at San Fernando Boulevard & Strathern Street/Clybourn Avenue to a less than significant level, the northbound approach on San Fernando Road would have to be widened and restriped to include two left turn lane and two through lanes.

The existing curb-to-curb width on San Fernando Boulevard is approximately 56 feet, which is wide enough to accommodate the additional lanes. As this intersection is located within the City of Los Angeles, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement is deemed infeasible and this impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

Existing plus Project – Unsignalized Intersections

MM TRANS-4: North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): In order to mitigate the significant impact at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps to a less than significant level, the intersection would need to be redesigned. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- The intersection would be redesigned to accommodate an uncontrolled eastbound right-turn lane. The new design would require acquisition of right-of-way from the project, and would extend the planned southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue.
- The redesign would shift bicycles from the Class II on-street facility to an off-street protected Class IV facility, to avoid vehicles weaving across bicycle traffic.

As the mitigation would result in no vehicle control for either the eastbound or southbound approaches, there would be no control delay at the intersection, reducing the project's incremental impact at the intersection below significance. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level.

It should be noted that a measure was explored involving signalizing the intersection to be consistent with a similar mitigation that was proposed as part of the Burbank Bob Hope Airport Terminal Replacement Project. Although the intersection meets the signal warrant during all analyzed scenarios for at least one of the analyzed peak hours, signalizing the intersection would result in additional delay for vehicles traveling southbound on Hollywood Way, which make up the majority of vehicles using the intersection. The mitigation was therefore rejected.

Significance after Mitigation: Less than Significant.

MM TRANS-5: North San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34): In order to mitigate the significant impact at North San Fernando Boulevard & I-5 Southbound Ramps to a less than significant level, the intersection would need to be signalized. The project applicant shall coordinate with the City and Caltrans to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Install a traffic signal.
- Coordinate signal timing with other traffic signals to maintain traffic flow.

The intersection meets the signal warrant during all analyzed scenarios during at least one of the analyzed peak hours. No change in striping or lane configuration is included as part of this mitigation. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions. This mitigation measure reduces the intersection's delay to LOS C or better during all analyzed periods. Under the City of Burbank's guidelines, intersections with LOS C cannot have an impact. However, since this intersection is located within the

shared jurisdiction of Caltrans and the City of Burbank, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, the improvement is deemed infeasible and this impact would remain significant and unavoidable.

Significance after Mitigation: Significant and Unavoidable.

Future plus Project – Signalized Intersections

North Hollywood Way & Tulare Avenue (Intersection No. 3): The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-1**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Tulare Avenue would also reduce the impact under Future plus Project conditions.

Significance after Mitigation: Less than Significant.

North Hollywood Way & Thornton Avenue (Intersection No. 5): The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-2**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Thornton Avenue would also reduce the impact under Future plus Project conditions.

Significance after Mitigation: Less than Significant.

North Hollywood Way & Avon Street (Intersection No. 6): In order to mitigate the significant impact at North Hollywood Way & Avon Street to a less than significant level, the northbound and southbound approaches would need to be reconfigured to include additional through lanes. However, due to the proximity of the Empire Avenue bridge over Hollywood Way, the right-of-way is constrained. Therefore, the added lanes could not be feasibly accommodated, and the impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

North Hollywood Way & Victory Boulevard (Intersection No. 7): The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at North Hollywood Way & Victory Boulevard to a less than significant level. This mitigation conflicts with the Right-of-Way, Complete Streets, and the Scale & Design portions of the policy-based screening analysis. The impact is considered significant and unavoidable.

Significance: Significant and Unavoidable.

North Hollywood Way & Burbank Boulevard (Intersection No. 8): The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at North Hollywood Way & Burbank Boulevard to a less than significant level. This mitigation conflicts with the Complete Streets and the Scale &

Design portions of the policy-based screening analysis and, therefore, the impact is considered significant and unavoidable.

Significance: Significant and Unavoidable.

North Hollywood Way & Magnolia Boulevard (Intersection No. 9): In order to mitigate the impact at North Hollywood Way & Magnolia Boulevard to a less than significant level, it would have to be widened and restriped at the northbound approach to include one left-turn lane, three through lanes, and one right-turn lane. This improvement would reduce the proposed project's incremental increase in V/C to a less than significant level.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 68 feet, which is not wide enough to accommodate the new northbound lanes without reducing the number of southbound lanes. In order to accommodate this improvement, the northbound approach would need to be widened, which would require narrowing the sidewalks to approximately 5 feet on Hollywood Way. The narrowing of the sidewalk would conflict with the Complete Streets portion of the policy-based screening analysis. In addition, the improvement would conflict with the Scale and Design element of the policy-based screening analysis because the three through lanes would exceed the MAMS template in the Burbank General Plan FEIR. Therefore, implementation of the improvement is deemed infeasible and the impact would be significant and unavoidable.

Significance: Significant and Unavoidable.

MM TRANS-7: North Hollywood Way & Alameda Avenue (Intersection No. 11):

In order to mitigate the impact at North Hollywood Way & Alameda Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane.

The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersection are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable.

Significance after Mitigation: Significant and unavoidable.

MM TRANS-8: North Hollywood Way & Olive Avenue (Intersection No. 13): In order to mitigate the impact at North Hollywood Way & Alameda Avenue to a less than significant level, westbound and eastbound approaches would need to be reconfigured, resulting in a new peak period parking restriction. The project applicant shall design and

construct the following improvements prior to the City issuing the first certificate of occupancy for the project. Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.

- Implement PM peak period parking restriction in the westbound direction of Olive Avenue.

- Reconfigure the westbound approach to include one left-turn lane, two through lanes and one shared through/right-turn lane.

- Restripe the eastbound approach to include two left-turn lanes, two through lanes, and one through/right-turn lane (may require alteration to the existing median).

Currently, a peak parking restriction exists on westbound Olive Avenue between Riverside Drive and Pass Avenue during the AM peak period. During the PM period, parking is currently permitted and the westbound intersection approach configuration consists of one left-turn lane, two through lanes, and one right-turn lane. The mitigation measure would establish a PM peak period parking restriction on westbound Olive Avenue between Riverside Drive and Pass Avenue (the same as the AM parking restriction limits) from 4:30 to 7:30 PM, Monday through Friday. This mitigation measure can be implemented within the existing right-of-way without re-striping and would involve restricting approximately eight parking spaces during the PM peak period.

The proposed changes on both the eastbound and westbound approaches can be accommodated within the existing curb-to-curb space. The mitigation measure would exceed the MAMS template, and therefore would conflict with the Scale and Design criteria in the policy-based screening analysis. It does not conflict with other elements of the screening analysis. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level.

Significance after Mitigation: Less than Significant.

Buena Vista Street & North San Fernando Boulevard (Intersection No. 19): The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. The mitigation fails the Right-of-Way Needs elements of the screening analysis and is also physically infeasible. The impact is considered significant and unavoidable.

Significance: Significant and Unavoidable.

Buena Vista Street & SR-134 Westbound Ramps/Riverside Drive (Intersection No. 27): In order to mitigate the significant impact at Buena Vista Street & SR-134 Westbound Ramps/Riverside Drive, the intersection would have to be widened and restriped to convert the existing northbound through/right-turn lane to a through lane and right-turn lane. This improvement could be accommodated within the existing right-of-way, but may require moving the curb. It would not conflict with any of the goals and policies identified in the Mobility Element; therefore, physical widening at this intersection is feasible. This improvement would reduce the proposed project's incremental increase in V/C to a less than significant level ; however, because Caltrans has jurisdiction over the right-of-way required for the improvement, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

Clybourn Avenue & Vanowen Street (Intersection No. 47): In order to mitigate the impact at Clybourn Avenue & Vanowen Street to a less than significant level, an improvement was tested that added a second eastbound left-turn lane to the intersection. Although this improvement would reduce the impact at the intersection to a less than significant level, the improvement is deemed to be infeasible because there is not sufficient space for vehicles to merge from the two left-turn lanes into the one receiving travel lane on Clybourn Avenue, and providing sufficient space would require expanding the right-of-way. Although the street could potentially be widened into the railroad right-of-way to extend the merge area, this would require merging across the railroad tracks, creating a potentially unsafe condition. As this mitigation would require additional right-of-way, it conflicts with the Right-of-Way Needs portion of the policy-based screening analysis, and would remain significant and unavoidable.

Significance: Significant and Unavoidable.

Vineland Avenue & Vanowen Street (Intersection No. 48): The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. However, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

San Fernando Boulevard & Strathern Street/Clybourn Avenue (Intersection No. 56): The same improvements described under Existing plus Project Conditions would be required to reduce the significant impact at Buena Vista Street & North San Fernando Boulevard to a less than significant level. However, implementation of the improvement is deemed infeasible and the impact would remain significant and unavoidable.

Significance: Significant and Unavoidable.

Future plus Project – Unsignalized Intersections

North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): The same mitigation measure described above under Existing plus Project conditions (**Mitigation Measure 4.13-4**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps would also reduce the impact under Future plus Project conditions.

Significance after Mitigation: Less than Significant.

MM TRANS-9: North San Fernando Boulevard & Cohasset Street (Intersection No. 32): To mitigate the significant impact at North San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The project applicant shall coordinate with the City to make a fair-share payment for and implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Install a traffic signal.
- Coordinate signal timing with other traffic signals on North San Fernando Boulevard to maintain traffic flow.

The intersection meets the signal warrant during the PM peak hour in the Future (2024) plus Project scenario. No change in striping or lane configuration is included as part of this mitigation measure. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level.

It should be noted that a similar mitigation measure was proposed as part of the Hollywood-Burbank Airport Terminal Replacement Project, but that proposal also included restriping the eastbound approach to provide a separate right-turn lane and left-turn lane.

Significance after Mitigation: Less than Significant.

North San Fernando Boulevard & I-5 Southbound Ramps (Intersection No. 34): The same mitigation measure described above under Existing plus Project conditions (**MM TRANS-5**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North San Fernando Boulevard & I-5 Southbound Ramps would also reduce the impact under Future plus Project conditions. However, the ability of the lead agency (City of Burbank) to implement improvement is uncertain, given the intersection's location within the jurisdiction of Caltrans. Therefore, this impact would remain significant and unavoidable.

Significance after Mitigation: Significant and Unavoidable.

TABLE 4.13-10
EXISTING PLUS PROJECT MITIGATED LOS ANALYSIS

				Impact w/o Mitigation		Impact w/ Mitigation	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection**	**Significant?**	**Change in V/C or Delay**	**Significant?**
3.	N Hollywood Way & Tulare Ave	Burbank	AM	0.177	No	0.135	No
			PM	0.311	**Yes**	0.012	No
			WKEND	0.128	No	-0.007	No
4.	N Hollywood Way & Winona Ave	Burbank	AM	0.086	No	-0.020	No
			PM	0.040	**Yes**	-0.167	No
			WKEND	0.034	No	-0.110	No
5.	N Hollywood Way & Thornton Ave	Burbank	AM	0.021	**Yes**	-0.130	No
			PM	0.063	**Yes**	-0.064	No
			WKEND	0.042	No	-0.023	No
7.	N Hollywood Way & W Victory Blvd	Burbank	AM	0.001	No	-0.104	No
			PM	0.069	**Yes**	-0.059	No
			WKEND	0.042	No	-0.041	No
8.	N Hollywood Way & Burbank Blvd	Burbank	AM	0.009	No	-0.052	No
			PM	0.020	**Yes**	-0.051	No
			WKEND	0.018	No	-0.034	No
19.	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.024	**Yes**	-0.181	No
			PM	0.058	No	-0.125	No
			WKEND	0.017	No	-0.167	No
30.	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	AM	13%	**Yes**	N/A	No
			PM	14%	No	N/A	No
			WKEND	10%	No	N/A	No
34.	N San Fernando Blvd & I-5 SB Ramps	Burbank	AM	4%	No	N/A	No
			PM	5%	**Yes**	N/A	No
			WKEND	39%	**Yes**	N/A	No

				Impact w/o Mitigation		Impact w/ Mitigation	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection**	**Significant?**	**Change in V/C or Delay**	**Significant?**
48.	Vineland Ave & Vanowen St	Los Angeles	AM	0.013	No	-0.092	No
			PM	0.015	**Yes**	-0.104	No
			WKEND	0.006	No	-0.060	No
56.	San Fernando Rd & Strathern St/Clybourn Ave	Los Angeles	AM	0.049	**Yes**	-0.035	No
			PM	0.054	No	-0.093	No
			WKEND	0.030	No	-0.052	No

[a] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
SOURCE: Fehr & Peers, Inc., 2018.

TABLE 4.13-11
FUTURE PLUS PROJECT MITIGATED LOS ANALYSIS

				Impact w/o Mitigation		Impact w/ Mitigation	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection**	**Significant?**	**Change in V/C or Delay**	**Significant?**
3.	N Hollywood Way & Tulare Ave	Burbank	AM	0.294	**Yes**	0.201	No
			PM	0.371	**Yes**	0.013	No
			WKEND	0.185	No	0.038	No
5.	N Hollywood Way & Thornton Ave	Burbank	AM	0.023	**Yes**	-0.195	No
			PM	0.037	**Yes**	-0.137	No
			WKEND	0.033	No	-0.082	No
6.	N Hollywood Way & N Avon St	Burbank	AM	0.079	No	0.061	No
			PM	0.048	**Yes**	0.027	No
			WKEND	0.051	No	0.033	No
7.	N Hollywood Way & W Victory Blvd	Burbank	AM	0.011	**Yes**	-0.122	No
			PM	0.033	**Yes**	-0.111	No
			WKEND	0.028	No	-0.067	No
8.	N Hollywood Way & Burbank Blvd	Burbank	AM	0.008	No	-0.059	No
			PM	0.020	**Yes**	-0.045	No
			WKEND	0.014	No	-0.034	No
9.	N Hollywood Way & Magnolia Blvd	Burbank	AM	0.007	No	0.007	No
			PM	0.017	**Yes**	-0.128	No
			WKEND	0.010	No	-0.043	No
19.	N Buena Vista St & N San Fernando Blvd	Burbank	AM	0.016	No	0.044	No
			PM	0.027	**Yes**	-0.070	No
			WKEND	0.006	No	-0.035	No
27.	S Buena Vista St & SR-134 WB Ramps/Riverside Dr	Burbank/Caltrans	AM	0.010	**Yes**	-0.063	No
			PM	0.010	**Yes**	-0.017	No
			WKEND	0.005	No	-0.046	No

				Impact w/o Mitigation		Impact w/ Mitigation	
No.	**Intersection**	**Jurisdiction [a]**	**Peak Hour**	**Change in V/C or Project-Related Increase in Vehicle Trips Through Intersection**	**Significant?**	**Change in V/C or Delay**	**Significant?**
30.	N Hollywood Way SB & N San Fernando Blvd EB Ramps	Burbank	AM	320	**Yes**	N/A	No
			PM	11%	No	N/A	No
			WKEND	8%	No	N/A	No
32.	N San Fernando Blvd & Cohasset St	Burbank/Los Angeles	AM	16%	No	N/A	No
			PM	23%	**Yes**	N/A	No
			WKEND	14%	No	N/A	No
34.	N San Fernando Blvd & I-5 SB Ramps	Burbank	AM	2%	No	N/A	No
			PM	34	**Yes**	N/A	No
			WKEND	2%	No	N/A	No
47	Clybourn Ave & Vanowen St	Burbank	AM	0.035	**Yes**	-0.203	No
			PM	0.029	**Yes**	-0.086	No
			WKEND	0.016	No	-0.077	No
		Los Angeles	AM	0.026	No	-0.108	No
			PM	0.020	No	-0.033	No
			WKEND	0.011	No	-0.035	No
48	Vineland Ave & Vanowen St	Los Angeles	AM	0.013	**Yes**	-0.103	No
			PM	0.015	**Yes**	-0.110	No
			WKEND	0.006	No	-0.065	No
56	San Fernando Rd & Strathern St/Clybourn Ave	Los Angeles	AM	0.049	**Yes**	-0.039	No
			PM	0.053	**Yes**	-0.102	No
			WKEND	0.030	No	-0.056	No

[a] Analysis methodology varies by jurisdiction according to jurisdictional traffic study guidelines.
SOURCE: Fehr & Peers, Inc., 2018.

Congestion Management Program

Impact 4.13-2: The proposed project would 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. (Significant and Unavoidable)

Arterial Monitoring Stations

As noted previously, none of the study area intersections are CMP arterial monitoring locations. The CMP arterial monitoring stations closest to the proposed project site are located at Victory Boulevard & Woodman Avenue (approximately 6 miles west of the project site) and Ventura Boulevard & Lankershim Boulevard (approximately 5 miles south of the project site). Based on the proposed project's trip distribution and trip generation, the proposed project is not expected to add 50 peak hour vehicle trips through the CMP arterial monitoring station. Project trips are anticipated to disperse among the transportation network due to the extended distance between the project site and the monitoring station and less than 3 percent of project trips (or a maximum of 34 trips) are expected at these CMP monitoring stations. The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. Therefore, the impact to CMP arterial monitoring stations would be less than significant.

Freeway Monitoring Stations

As noted previously, the CMP freeway monitoring stations closest to the project site include the following:

- I-5 Freeway at Osborne Street, north of SR-170 (approximately 6 miles north of the project site)
- I-5 Freeway north of Burbank Boulevard Burbank Ramps (approximately 3 miles from the project site)
- I-5 Freeway south of Colorado Boulevard Exit (approximately 7 miles from the project site)
- SR-134 at Forman Avenue (approximately 4 miles from the project site)
- SR-134 east of Central Avenue (approximately 8 miles from the project site)
- SR-170 south of Sherman Way (approximately 3 miles from the project site)

Based on the project distribution patterns described in Section 4.13.4, *Methodology*, and the trip generation estimates shown above in Table 4.13-5, approximately 30 percent of project traffic is expected to travel through the monitoring station at I-5 Freeway north of Burbank Boulevard Burbank Ramps. For all other monitoring stations, fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the proposed project, so no further analysis of the freeway segments is required for CMP purposes.

Using the methodology outlined in the CMP, a significant impact was identified at the monitoring station at I-5 Freeway north of Burbank Boulevard Burbank Ramps in both the Existing plus Project and Future plus Project scenarios. The significant impact would only occur in the southbound travel direction during the PM peak hour. Detailed calculations are provided in Appendix J.

Mitigation Measures

The CMP states that the "final selection of mitigation measures remains at the discretion of the lead agency", in this case the City of Burbank. Mitigation can be accomplished through either a project contribution to a planned regional improvement, or through Transportation Demand Management (TDM) programs. TDM measures that could reduce the impact below significant and unavoidable include parking management strategies, parking cash-out, transit fare subsidies, and rideshare or shuttle programs. However, as there is not currently a TDM plan in place for the project, the impacts would remain significant and unavoidable. The appropriate physical mitigation for this impact would be to widen I-5 to add capacity. However, due to the scale of the proposed project and the cost of any potential mitigation, and because the freeway s in the process of being widened now with no plans for future widening, the impact is considered to be significant and unavoidable.

Regional Transit

As described for existing conditions, the project site is served by a high level of public transit. The project is located approximately 0.9 miles from the existing Burbank Airport -South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the project site.

As part of the trip generation estimates presented above in Table 4.13-5, no transit credit was applied for the retail or restaurant land uses. A combined transit, walk, and bike credit of 10 percent was applied, in consultation with the City of Burbank, for the office, industrial park, and hotel land uses. Excluding the transit credit, the proposed project would result in an estimated increase in vehicle trip generation of approximately 989 net vehicle trips during the AM peak hour and 1,244 during the PM peak hour. Applying the CMP guidelines by converting the vehicle trips to person trips by multiplying by a 1.4 AVR (897 net AM peak hour trips x 1.4 = 1,256 and 1,128 net PM peak hour trips x 1.4 = 1,579) and applying a 3.5 percent transit use factor as specified by the CMP (1,256 net AM peak hour person trips x 3.5 percent = 44 and 1,579 net PM peak hour person trips x 3.5% = 55), would result in approximately 44 new transit person trips during the weekday AM peak hour and 55 during the PM peak hour.

The trip generation for the project assumes a 10 percent vehicle trip transit credit for office, industrial park, and hotel land uses, which calculates to between 6 and 7 percent of total person trips or 93 AM peak hour transit users and 116 PM peak hour transit users.

Given the frequency of the transit service, taken from existing schedules, in close proximity to the project site, the transit capacity is over 2,800 passengers in both the AM and PM peak periods. Of this capacity, approximately 60 percent would be provided by the Burbank Airport-North

Metrolink Station at North Hollywood Way and North San Fernando Boulevard, and 40 percent would be provided by existing bus service. Capacity calculations assume forty passengers per bus (standard 40-foot bus) and 444 passengers per train (three cars per train, 148 passengers per car). The proposed project would use less than three percent of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

Air Traffic

Impact 4.13-3: The proposed project would not 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. (Less than Significant)

According to the Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Hollywood-Burbank Airport (refer to Figure 5 in the Avion Burbank Project Initial Study [Appendix A]). However, the project site is not located within any of the designated Runway Protection Zones (RPZs) for the airport. The tallest building proposed under the project would be the 166-room hotel, which would be a maximum of 69 feet tall, substantially less than the 200-foot height at which special marking and lighting could be required. The project applicant has filed Form 7460-1 for the construction of buildings located within the area of influence and has received FAA approval with a Determination of No Hazard to Air Navigation. Therefore, the height of the buildings proposed by the project would not result in changes to the air traffic patterns associated with the Hollywood-Burbank Airport, and the impact would be less than significant.

Design Hazards

Impact 4.13-4: The proposed project would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). (Less than Significant)

According to the site plan provided in the Chapter 3, *Project Description*, the proposed project would include driveways along North Kenwood Street, North Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. Access to the entire project site is available at each driveway. The driveway on North Hollywood Way & Tulare Avenue (Intersection No. 3) is currently signalized and is expected to remain signalized in the future. All other driveways would be unsignalized. There would not be any turn restrictions at any of the driveways. East/west internal circulation would be provided primarily along Tulare Avenue, and main north/south circulation would be provided along North Kenwood Street. Vehicle circulation would also be provided directly between parking lots. Intersection control within the project site has not yet been defined. Sidewalks would be provided along North Kenwood Street and Tulare Avenue within the project site, and along North Hollywood Way and portions of North San Fernando Boulevard at the perimeter of the project site. A multi-use trail would run north/south through the center of the project site.

All unsignalized driveways would operate at LOS D or better. Further detail on the LOS calculations at project driveways is provided in Appendix J. The impact would be less than significant.

Emergency Access

Impact 4.13-5: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency vehicle access is required to provide access by fire, police, and other emergency vehicles into the project site. Providing adequate emergency vehicle access ensures that these vehicles are able to easily and quickly respond to service calls. A review of the site plan indicates that emergency vehicles can access the project site through all driveways along North Kenwood Street, North Hollywood Way, and North San Fernando Boulevard. Buildings 1-3 can be accessed directly via driveways on North Hollywood Way or via the Tulare Avenue driveway. Buildings 4-6 can be accessed via the Tulare Avenue driveway or North Kenwood Street. The office and retail buildings can be accessed via driveways on San Fernando Boulevard or the Tulare Avenue driveway.

The California Fire Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Burbank Fire Department conducts safety inspections in accordance with the California Fire Code to ensure compliance.

All internal roadways that provide fire access, referred to as fire apparatus access roads, should comply with the California Fire Code and are discussed within Section 503.1. Fire apparatus access roads shall extend to within 150 feet of all portions of the facility, shall be no less than 20 feet wide, and should include turning radius that meet the discretion of the local fire code official. For fire apparatus access roads with dead ends where the length of the street is greater than 150 feet, an approved area for turning around fire apparatuses shall be provided. Based on the site plan for the project, all internal streets appear to comply with the California Fire Code. However, final approval for fire access is at the discretion of local fire officials.

Based on the above, the number, location, and design of the proposed project's driveways and internal roadways would accommodate emergency vehicle access to and circulation within the project site. Therefore, the impact would be less than significant.

Transit, Bicycle, and Pedestrian Facilities

Impact 4.13-6: The proposed project would not 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)

Transit System Project Impacts

The following discussion relates to transit system impacts in the study area, which include disruptions to existing transit service, interference with planned transit facilities, conflict with adopted transit system plans, guidelines, policies, or standards, or create demand for public transit above the available capacity.

Disruptions to Existing Transit Service

Bus stops, with ADA-accessible sidewalks and curb ramps that provide access to the bus stops unless otherwise noted, exist at the intersections below:

- North San Fernando Boulevard & Lockheed Drive (SB)
- North San Fernando Boulevard & Lockheed Drive (NB) – Absence of ADA accessible sidewalks and curb ramps
- North San Fernando Boulevard & Cohasset Street (SB)
- North San Fernando Boulevard & Cohasset Street (NB) - Absence of ADA accessible sidewalks and curb ramps
- North San Fernando Boulevard & Hollywood Way (SB)
- North San Fernando Boulevard & Hollywood Way (NB) - Absence of ADA accessible sidewalks and curb ramps
- Hollywood Way & Tulare Avenue (SB)
- Hollywood Way & Winona Avenue (SB)
- Hollywood Way & Winona Avenue (NB)

The project is not anticipated to impact transit circulation on the above streets. Therefore, the impact is less than significant

Interference with Planned Transit Services

Based on a review of available documents, including BurbankBus's website and Metro's *Long Range Transportation Plan* (2009), there are no planned transit services that would be impacted by the development of the project site. The project will reserve 60 parking spaces to be used by the newly constructed Burbank Airport-North Metrolink Station, which is located adjacent to the project on San Fernando Boulevard. Therefore, the impact is less than significant.

Inconsistency with Adopted Transit System Plans, Guidelines, Policies, or Standards

The Burbank2035 General Plan Mobility Element includes policies supporting the development of alternative transportation programs. Key goals and objectives described by the Mobility Element are to:

- Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.

- Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas

In addition, increased transit usage is a key goal of regional transportation plans and policies:

- The SCAG *Regional Transportation Plan* (2016) includes specific goals of sustainable mobility. As noted in the comment letter from SCAG, this includes plans to reduce energy consumption and promote transit-friendly development.
- The SCAG *Regional Comprehensive Plan* (2008) includes an adopted policy supporting local jurisdiction programs that encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bicycle.

The proposed project will not result in any significant impacts to increased transit usage. Therefore, the impact is less than significant.

Bicycle Network Project Impacts

This following discussion relates to bicycle network impacts in the study area, which include disruptions to existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards relating to bicycles.

Disruptions to Existing Facilities

Bicycle facilities within the study area include on-street bicycle lanes on North Hollywood Way, Victory Boulevard and Verdugo Avenue. The physical mitigation measure proposed at Hollywood Way and Tulare Avenue (**MM-TRANS-1**) includes the following provision to maintain and improve bicycle access through the intersection:

- To offset the effect of additional travel lanes on bicyclists, the existing Class II bicycle lanes would be separated from vehicular traffic by a 3-foot buffer along the project's frontage between Winona Avenue and just north of Tulare Avenue.

Based on this provision, the proposed project would not significantly disrupt existing bicycle facilities.

Interference with Planned Bicycle Facilities

Bicycle facilities planned within the study area include on street bike lanes along Vanowen Street, and a multi-use trail adjacent to San Fernando Boulevard. Neither the project nor planned mitigation measures would interfere with the planned facilities. Thus, the project impact is not significant.

Conflicts with Adopted Bicycle Plans, Guidelines, Policies, or Standards

In 2009, the City of Burbank adopted a Bicycle Master Plan. The Bicycle Master Plan recognized the importance of the bicycle as a viable means of transportation, and provides specific recommendations for facilities and programs for the next 25 years. Policy 2 of the Bicycle Master Plan requires that the City provide bicycle-friendly connections to major employment centers.

The project would create a new public extension of Tulare Street into the project that will include on-street bicycle facilities, and would providing a mixed-use bicycle and pedestrian path to connect cyclists from the Burbank Airport North Metrolink Station and the planned San Fernando Bikeway to the project. With the inclusion of these design features, the project would not conflict with or create inconsistencies with adopted bicycle system, plans, guidelines, policies, or standards. Therefore, this impact is less than significant.

Pedestrian Network Project Impacts

The following discussion relates to pedestrian network impacts in the study area, which include disruptions to existing facilities, interference with planned facilities, and conflicts with adopted plans, guidelines, policies, or standards relating to pedestrians.

Disruptions to Existing Facilities

Pedestrian walkways exist within the study area along Hollywood Way, San Fernando Boulevard and Cohasset Street. The proposed project would maintain the pedestrian network along these roadways, and sidewalks will be widened to the widths described in the Burbank2035 General Plan Mobility Element. The project's proposed connection to the Burbank Airport North Metrolink Station would introduce new pedestrian trips that will be required to cross San Fernando Boulevard at an unsignalized location. Because of the high travel speeds of this street and the increased pedestrian activity at this location caused by the project, a significant impact could occur. However, implementation of **MM TRANS-9**, which would install a traffic signal at San Fernando Boulevard/Cohasset Street, which would reduce the impact to a less-than-significant level.

Interference with Planned Pedestrian Facilities

No planned pedestrian facilities would be affected by the project. The project impact is less than significant.

Conflicts with Adopted Pedestrian Plans, Guidelines, Policies, or Standards

The project would not conflict with adopted pedestrian system plans, guidelines, policies, or standards.

Construction

Impact 4.13-7: Construction of the proposed project would not substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access. (Less than Significant)

Construction of the proposed project is anticipated to begin in first quarter of 2019 and take a total of approximately 28 months to complete. The proposed project would be constructed in two concurrent phases: Phase 1, which includes the office, industrial, and retail components, and Phase 2, which includes the hotel. Each phase also includes three sub-phases: demolition and project site preparation, excavation and foundation, and building construction. Construction activities would occur Monday through Friday between the hours of 7:00 AM and 7:00 PM, and

on Saturdays between the hours of 8:00 AM and 5:00 PM, in accordance with the City of Burbank Building Code Requirements and Construction Regulations.

Locally, the following routes are available for construction truck trips:

- North on North Hollywood Way to I-5
- South on North Hollywood Way to SR 134
- Northwest on North San Fernando Boulevard to I-5
- Southwest on North San Fernando Boulevard to I-5

The demolition process assumes no haul trucks for debris removal, as all material will be balanced or recycled on-site. Up to nine trucks per day are anticipated during construction, except during the foundation stage when up to 36 truck trips maybe required.

The number of construction workers would vary throughout the construction period with the building construction phase generating the highest number of trips. Demolition and project site preparation is expected to involve up to 20 workers for Phase 1 and six workers for Phase 2. Excavation and Foundation is expected to involve up to 23 workers for Phase 1 and 18 workers for Phase 2. Building construction is expected to involve up to 286 workers for Phase 1 and 100 workers for Phase 2. Due to the size of the project site and the phased construction of the proposed project, it is anticipated that all construction worker parking would be accommodated on-site.

Closures to travel lanes are not anticipated with the project. In addition, there are no emergency services located within the immediate vicinity of the affected streets. Since travel lane closures during construction are not anticipated, the temporary construction impacts on the roadway network would be considered less than significant.

The existing land uses adjacent to the project site will remain open throughout construction. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

Bus stops are located on the west side of North Hollywood Way and the west side of the North San Fernando Boulevard ramps adjacent to the project site. Construction is not anticipated to affect bus operations as construction and staging would not be located immediately adjacent to these bus stops. Therefore, the project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

On-street parking is not permitted on North Hollywood Way or North San Fernando Boulevard adjacent to the project site, but is permitted on North Kenwood Street and Cohasset Street. Parking on North Kenwood Street and Cohasset Street is anticipated to remain primarily open, but closures may be periodically necessary during the construction period. Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts

of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

3.11.6 Cumulative Impact Analysis

Impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity, potential conflicts with pedestrians/bicyclists, potential overlap with construction of other related projects, potential conflict with Metro operations) are considered short-term adverse impacts, but not significant. As noted above in the **Impact 4.13-7** discussion, the proposed project would result in a less than significant traffic impact during construction. Each related project would be required to comply with the City of Burbank Building Code Requirements and Construction Regulations regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and scheduling, notification, and safety procedures, to reduce potential traffic impacts during construction. Furthermore, similar to the proposed project, construction worker traffic typically avoids the peak hours, and it is anticipated that many of the related projects may choose to restrict construction truck traffic and deliveries to off-peak hours to the extent feasible. Accordingly, project-related contributions to cumulative construction traffic, considered together with the impacts of related projects, would be less than cumulatively considerable.

The TIS (see Appendix J of this Draft EIR) was developed to address project impacts in the context of existing baseline conditions (Year 2017) and future (Year 2024) conditions. Future conditions take into account traffic caused by the 17 related projects identified in Chapter 3.9, as well as a growth factor to account for other ambient growth occurring in the region. Therefore, the analysis of future traffic conditions in 2024 provides the cumulative analysis because it considers traffic generated by future proposed or planned land uses as well as additional ambient growth. Thus, the above analyses of project impacts have taken into account the cumulative impacts associated with future growth. As indicated above in the **Impact 4.13-1** discussion, under Existing plus Project conditions, the proposed project would result in potentially significant impacts at 13 of the 55 study intersections. Under Future plus Project conditions, the Project would result in a potentially significant impact at 17 of the 55 study intersections during one or more of the three analyzed peak hours. Mitigation measures to address these impacts are also provided in the **Impact 4.13-1** discussion. Once all feasible mitigation measures have been applied, significant impacts would be reduced to eight in the Existing plus Project scenario (four of which are construction-related), and seven in the Future plus Project scenario. Therefore, cumulative impacts on these study intersections would be significant and unavoidable.

As indicated above in the **Impact 4.13-2** discussion, the proposed project would result in a less than significant impact at CMP arterial monitoring stations, and a significant and unavoidable impact on one CMP freeway monitoring station and regional transit. As this analysis incorporates cumulative development, cumulative impacts at these CMP facilities would remain the same. The regional transportation analysis, including public transit, is based on CMP procedures that have been developed to address countywide cumulative growth impacts on regional transportation

facilities. The CMP Guidelines contain procedures for monitoring land use development levels and transit system performance by local jurisdictions and Metro and are used to inform planning of infrastructure improvements to meet future needs, including development of the CMP Capital Improvement Program, Metro's Long Range Transportation Plan, and SCAG's RTP/SCS. As indicated in the discussion of project impacts above, transit ridership generated by the proposed project would not exceed the residual capacity of the transportation study area's transit lines, and impacts would be less than significant. Given the available residual capacity, the proposed project would not result in a cumulatively considerable contribution to cumulative impacts on public transit. Furthermore, it is assumed that public transit providers would add additional service when required, in order to accommodate cumulative demand in the region. Therefore, cumulative impacts on public transit would be less than significant.

As discussed in the **Impact 4.13-3** discussion, the proposed project would not result in any impacts related to air traffic patterns or safety, because it would comply with all relevant FAA regulations related to its location in the Airport Influence Area, as defined by the Los Angeles County ALUP. All related projects located in the Airport Influence Area would also be required to comply with such regulations. Similarly, with regard to design features and emergency access (**Impact 4.13-4** and **Impact 4.13-5**), the proposed project would not result in a significant impact. Each related project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles (including emergency access), pedestrian and cyclists. Therefore, the proposed project would not contribute to a significant cumulative impact with regard to air traffic patterns or safety, design hazards, or emergency access.

4.14 Tribal Cultural Resources

This section provides an assessment of potential impacts related to cultural resources that could result from implementation of the proposed project.

4.14.1 Environmental Setting

Tribal Cultural Resources Definition

Tribal cultural resource" are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

Natural Setting

The project is located within the western portion of the city, which is in an urbanized area and adjacent to the Hollywood-Burbank Airport. The project site is graded and partially developed with surface parking lots, which were previously used for vehicle storage. The project site is fenced and public access to the project site is not permitted.

Ethnographic Setting

The project site is located within the territories that have been traditionally assigned to the Gabrielino and the Tataviam. Each of these groups is described in detail below.

Gabrielino

According to Bean and Smith,[446] the Gabrielino, with the exception of the Chumash to the north, "were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal Southern California." Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber 1925: 620). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family.[447] The Gabrielino subsisted on a variety of resources in several ecological zones. Acorns, sage, and yucca were gathered throughout the inland areas whereas shellfish, fish, as well as a variety of plants and animals were exploited within the marshes and along the coast. Deer and various kinds of small mammals were hunted on an opportunistic basis. Their material culture reflected the subsistence technology. Lithic tools such as arrow points and modified flakes were used to hunt

[446] Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California: 538-549. Washington, DC: Smithsonian Institute

[447] Ibid.

and process animals. A variety of ground stone grinding implements, such as the mortar, pestle, mano, and metate, were used to process both plant and animal remains for food.[448]

The settlement patterns of the Gabrielino, and other nearby groups such as the Juaneño and Luiseño, were similar and they often interacted through marriage, trade and warfare. The seasonal availability of water and floral and faunal resources dictated seasonal migration rounds with more permanent villages and base camps being occupied primarily during winter and spring months. In the summer months, the village populations divided into smaller units that occupied seasonal food procurement areas. The more permanent settlements tended to be near major waterways and food sources and various secular and sacred activities, such as food production and storage and tool manufacturing, were conducted at these areas.[449] The closest Gabrielino village to the project site is the village of *Wiqanga*, which has been reported as located in Cañada de las Tunas at the west end of the Verdugo Hills,[450] and approximately 2 miles north of the project site.

Tataviam

The project site is also located within the territory traditionally occupied by the Tataviam. Tataviam territory was concentrated along the upper reaches of the Santa Clara River drainage between the San Fernando Valley on the south and Pastoria Creek in the Tehachapi Mountains to the north. Their territory also included east Piru Creek and the southern slopes of Sawmill and Liebre Mountains, and also extended into the southern end of the Antelope Valley (King and Blackburn 1978: 535). Tataviam territory was bounded by the Gabrielino to the south, the Serrano to the east, the Kitanemuk to the northeast, the Emigdiano Chumash to the north, and the Ventureño Chumash to the west.

There are few historical sources regarding the Tataviam. The word “Tataviam” most likely came from a Kitanemuk word that may be roughly translated as “people of the south-facing slope,” due to their settlement on south-facing mountain slopes.[451] The Chumash referred to them as “Alliklik”.[452] What the Tataviam called themselves is not known. The Tataviam spoke a language that was part of the Takic branch of the Uto-Aztecan language family.[453] The language was related to that spoken by the Gabrielino and Kitanemuk.

Tataviam villages varied in size from larger centers with as many as 200 people, to smaller villages with only a few families.[454] At the time of Spanish contact, the Tataviam population is estimated to have been less than 1,000. Primary vegetable food sources included acorns, juniper berries, seeds, and yucca buds. Small game such as antelope and deer supplemented these foods. Trade networks between inland groups such as the Tataviam, the coastal regions, and desert

[448] Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In R. F. Heizer, (ed.). Handbook of North American Indians. Vol. 8: California: 538-549. Washington, DC: Smithsonian Institute.
[449] Ibid.
[450] McCawley, William. 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. A Malki Museum Press/Ballena Press Cooperative Publication.
[451] Ibid.
[452] Kroeber, A. L., Handbook of Indians of California. Dover Publications, Inc., New York, 1925.
[453] King, C. and T. C. Blackburn. 1978. Tataviam. Handbook of North American Indians (W.C. Sturberant, edit), Vol. 8. Smithsonian Institution, Washington, D.C. pg. 535.
[454] Ibid.

regions enabled the trade of exotic materials such as shell, asphaltum, and steatite. The first European visit to Tataviam territory occurred in A.D. 1769 with the expedition of Gaspar de Portolá, and again in 1776 with the expedition of Friar Francisco Garcés.

Native American Heritage Commission Sacred Lands File

The NAHC maintains a confidential Sacred Lands File (SLF) that contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on July 24, 2017, to request a search of the SLF. The NAHC responded to the request in a letter dated July 26, 2017, and indicated that the SLF was completed with negative results.[455] The NAHC letter is attached in Appendix C.

Native American Consultation

On June 8, 2017, the City of Burbank (City) sent out consultation letters to two Native American individuals and organizations on the City's AB 52 Notification List pursuant to Public Resources Code Section 21080.3.1. Letters were sent via certified mail to Mr. Anthony Morales, Chief for the San Gabriel Band of Mission Indians, and Ms. Caitlin B. Gulley, Tribal Historic & Cultural Preservation Officer for the Fernandeño Tataviam Band of Mission Indians. Recipients were requested to respond within 30 days of receipt of the letter if they wished to engage in government-to-government consultation per AB 52. No requests for consultation were received. The AB 52 consultation documentation is attached in Appendix K.

4.14.2 Regulatory Setting

State

Assembly Bill 52

Assembly Bill (AB) 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources (as defined in PRC Section 21074(a)). On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the *State CEQA Guidelines*, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of

[455] Totton, Gayle. 2017. Sacred Lands File search results for the "Proposed Avion Project, City of Burbank; Burbank USGS Quadrangle, Los Angeles County, California".

California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

4.14.3 Thresholds of Significance

The following thresholds of significance are based on the Environmental Checklist contained in Appendix G of the *State CEQA Guidelines*. A project would result in significant adverse impacts related to Tribal Cultural Resources if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is either:

  i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (see **Impact 4.14-1**).

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (see **Impact 4.14-2**).

4.14.4 Methodology

As noted in PCR Section 21084.2, a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. PRC Section 21084.3 states that:

(a) Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.

(b) If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process provided in Section 21080.3.2, the following are examples of mitigation measures that, if feasible, may be considered to avoid or minimize the significant adverse impacts:

(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

(A) Protecting the cultural character and integrity of the resource

(B) Protecting the traditional use of the resource

(C) Protecting the confidentiality of the resource

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

4.14.5 Impact Analysis

Impact 4.14.1 and 4.14.2: The project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074. (Less than Significant with Mitigation).

As previously stated under Section 4.14.2, *Environmental Setting* (see Native American Consultation subsection), no requests for consultation were received from any of the Native American contacts regarding the AB 52 consultation letters sent by the City and no Native American resources were identified in the project site by the NAHC. As a result, no tribal cultural resources were identified to be present within the project site and, there would be no environmental impacts to known tribal cultural resources within the project site. However, in the event of an unanticipated discovery of archaeological resources and human remains that could also be considered tribal cultural resources, Mitigation Measures MM-CUL-1 and MM-CUL-2 outlined in Chapter 4.3, *Cultural Resources*, shall be followed.

Mitigation: Implement Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-7 outlined in Chapter 4.3, *Cultural Resources*.

Significance after Mitigation: Less than significant.

4.14.6 Cumulative Impact Analysis

No tribal cultural resources have been identified in the project site or vicinity. Further, in association with CEQA review, future AB 52 consultations with Native American tribes in order to identify tribal cultural resources would be required for projects that have the potential to cause significant impacts to tribal cultural resources. Therefore, to the extent impacts on tribal cultural resources from cumulative projects may occur, the contribution from the project would not be cumulatively considerable, as no impacts would occur, and there would be no cumulative impact.

Mitigation: None required.

4.15 Utilities

This section evaluates the potential for the proposed project to result in adverse impacts related to utilities. The analysis is based on review of available utility reports and maps of the project area and vicinity, including site-specific investigations conducted the proposed project, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed project would result in significant impacts. This section analyzes the potential for both project-level and cumulative environmental impacts.

Data used in this section includes information obtained from the utility studies prepared for the project site including the "*Draft Water Supply Assessment*" prepared by TODD Groundwater, August 2017 (Appendix L). A will-serve letter from Burbank Water and Power (BWP) and "*Comments for Development Review*" from BWP are included as Attachments A and B to the "*Draft Water Supply Assessment*," respectively. Other utility studies incorporated into this analysis include the "*Sewer Capacity Study*" prepared by David Evans and Associates, June 2017 (Appendix L) and the project's wastewater generation rates (Appendix L). Information was also included from the "*Low Impact Development Study*" prepared by Thienes Engineering, October 2017, and "*Preliminary Hydrology Calculations*" prepared by Thienes Engineering, October 2017. Both studies are located in Appendix H.

4.15.1 Environmental Setting

Wastewater Treatment

Wastewater service is provided by the City of Burbank's (City's) wastewater system, which includes three types of facilities: gravity collection pipelines, wastewater pump stations, and a water reclamation plant.[456] The city's wastewater is treated at the Burbank Wastewater Reclamation Plant (BWRP),[457] which currently treats an approximate average of 8.5 million gallons per day (mgd) and has a design capacity of 12.5 mgd. Recycled water is produced at the BWRP for use within the city.[458] Portable toilet wastes are accepted at four liquid waste disposal stations in the cities of Carson, Pomona, Santa Clarita and Lancaster from haulers permitted by the Los Angeles County Sanitation District.[459]

There are several existing sewer mains fronting the project site. One main is an 8-inch vitrified clay pipe (VCP) located in North San Fernando Boulevard, another is an 8-inch VCP located in North Hollywood Way, and the third is an 8-inch VCP located in Winona Avenue.[460]

[456] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

[457] Ibid.

[458] Burbank Water and Power (BWP), 2015 Urban Water Management Plan, June 2016, https://www.burbankwaterandpower.com/images/water/downloads/2015_UWMP_Final_06-24-2016.pdf.

[459] Los Angeles County Sanitation District (LACSD), Liquid Waste Disposal, http://www.lacsd.org/wastewater/industrial_waste/liquid_waste_disposal/default.asp. Accessed September 5 2017.

[460] David Evans and Associates, Inc. (DEA), Sewer Capacity Study, Avion Burbank Project, 3001 N. Hollywood Way, Burbank, CA, prepared for ESA, 2017.

Stormwater Drainage

Stormwater on the project site generally drains easterly towards catch basins near Hollywood Way and then into the existing 60-inch storm drain in Hollywood Way. . [461] The City is responsible for maintaining some storm drains within the city. [462] The Los Angeles County Flood Control District (LACFCD) also maintains storm drains throughout the city. The closest LACFD storm drain to the project site is BI 3849, which runs along the north side of North San Fernando Boulevard. [463]

Water Supply and Demand

The city's potable and recycled water is provided by Burbank Water and Power (BWP). BWP's potable water is sourced from both imported water (from the Metropolitan Water District [MWD] via the State Water Project and the Colorado River) and groundwater local wells.[464] Groundwater is extracted within the city from the San Fernando Valley Groundwater Basin and is treated for volatile organic compounds (VOCs) prior to potable use.[465] The BWP potable water supply system has been designed to accommodate for variability in the area's water demands; large storage reservoirs are included in the system to provide for hourly flow/demand variations throughout the distribution system.[466]

Recycled water produced at the BWRP is delivered via an independent distribution system;[467] this recycled water meets the California Code of Regulations' (Title 22, Division 4, Chapter 3) definition of Disinfected Tertiary Recycled Water. It is oxidized, coagulated, clarified, filtered, and disinfected, and can be used for all water uses except for drinking. Thus, approved uses of recycled water by the California State Department of Health Services include for parks, playgrounds, schoolyards, residential landscaping, golf courses, cemeteries, freeway landscaping, and food crops. Recycled water. BWP has four operational power plants that also use recycled water.[468]

Table 4.15-1 shows the existing and projected water demands in acre-feet (AF) within the BWP service area, which are comprised of water sales and additional water uses and losses. **Table 4.15-2** shows the existing and projected water supplies from potable and non-potable (recycled)

[461] Thienes, Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way and San Fernando Road, Burbank, California, Revised October 4, 2017.

[462] City of Burbank, 3003 N Hollywood Way – Sewer Capacity Analysis, 2017. Note: referenced in text as "City of Burbank 2017a."

[463] Los Angeles County Flood Control District (LACFCD), "Los Angeles County Storm Drain System," http://dpw.lacounty.gov/fcd/stormdrain/index.cfm. Accessed September 1 2017.

[464] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

[465] Burbank Water and Power (BWP), 2015 Urban Water Management Plan, June 2016, https://www.burbankwaterandpower.com/images/water/downloads/2015_UWMP_Final_06-24-2016.pdf.

[466] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

[467] Burbank Water and Power (BWP), 2015 Urban Water Management Plan, June 2016, https://www.burbankwaterandpower.com/images/water/downloads/2015_UWMP_Final_06-24-2016.pdf.

[468] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

sources. **Table 4.15-3** compares existing and projected water supply totals in AF to determine their net difference.

TABLE 4.15-1
EXISTING AND PROJECTED TOTAL WATER DEMANDS WITHIN BWP SERVICE AREA (AF)

Water Use Sector	2015	2020	2025	2030	2035	2040
Water Sales						
Single-family	6,679	8,481	8,061	7,817	7,543	7,412
Multi-family	3,946	5,011	4,924	4,805	4,629	4,640
Commercial/ Industrial/ Institutional/ Governmental	4,418	4,930	4,938	4,939	4,884	4,818
Total Water Sales	*15,042*	*18,422*	*17,923*	*17,561*	*17,056*	*16,870*
Additional Water Uses and Losses						
Groundwater Recharge	7,350	6,300	4,700	4,800	4,900	6,300
Recycled Water	2,463	3,027	3,047	3,047	3,047	3,047
System Losses	535	472	460	450	437	433
Total Additional Water Uses and Losses		*9,799*	*8,207*	*8,297*	*8,384*	*8,380*
Recycled Water Exchanged for Groundwater Credits						
Recycled Water Exchanged with LA for Groundwater Credits	0	300	2,000	2,000	2,000	2,000
Total Water Demand	**24,856**	**28,521**	**28,130**	**27,858**	**37,440**	**27,250**

SOURCE: BWP 2016

TABLE 4.15-2
EXISTING AND PROJECTED WATER SUPPLIES WITHIN BWP SERVICE AREA (AF)

Supply Source	2015	2020	2025	2030	2035	2040
Potable Supplies						
MWD Treated Potable	4,765	7,894	7,383	7,011	6,493	6,303
Supplier-Produced Groundwater	10,277	11,000	11,000	11,000	11,000	11,000
Total Potable Supplies	*15,042*	*18,894*	*18,383*	*18,011*	*17,493*	*17,303*
Non-Potable Supplies						
MWD Replenishment	7,350	6,300	4,700	4,800	4,900	4,900
Recycled Water Available after Exchange with LA for Groundwater Credits	2,463	3,027	3,047	3,047	3,047	3,047
Total Non-Potable Supplies	*9,813*	*9,627*	*9,747*	*9,847*	*9,947*	*9,947*
Total Water Supply	**24,856**	**28,521**	**28,130**	**27,858**	**27,440**	**27,250**

SOURCE: BWP 2016

As shown in Table 4.15-1, single-family uses constitute the majority of water demand in the BWP service area. Following the year 2020, total water demands are projected to decrease over

time. Table 4.15-2 shows that groundwater is and will likely continue to be BWP's principal potable water supply source, with estimated groundwater supply totals staying constant from 2020 onward. The MWD treated water supply source is expected to peak in 2020 and then decrease from there. With regard to non-potable supplies, although replenishment from MWD is expected to decrease overall, recycled water supplies are expected to peak in 2025 and remain constant. As demonstrated by comparing both tables, existing and projected total water supply and demand would match through 2040.

Solid Waste Collection and Disposal

The City owns and operates the Burbank Landfill and the Burbank Recycling Center, which has an anticipated closure date of 2053.[469] The Burbank Landfill had approximately 5,174,362 cubic yards of remaining capacity in January of 2010, and its maximum throughput is 240 tons/day.[470] (CalRecycle 2017a).

4.15.2 Regulatory Setting

State

Mandatory Commercial Recycling

Mandatory Commercial Recycling was one of the measures adopted by the State of California in the Assembly Bill 341 Scoping Plan, and focuses on increased commercial waste diversion as a method to reduce greenhouse gas emissions. To help achieve this measure, California Senate Bill 1018 was then passed in 2012 and requires businesses that generate four or more cubic yards of commercial solid waste per week must arrange for recycling services. Businesses can either self-haul, subscribe to a hauler, or arrange for the pickup of recycling materials (CalRecycle 2017b).

2016 California Green Building Standards Code

The California Green Building Standards Code (CALGreen) was developed to reduce greenhouse gases from buildings, promote environmentally responsible cost-effective places to live and work, and reduce energy and water consumption. CALGreen is updated every 3 years by the California Building Standards Commission and was most recently updated in 2016. According to CALGreen Division 5.3 (Water Efficiency and Conservation), new nonresidential buildings must have water conserving plumbing fixtures and fittings. Nonresidential buildings must also implement energy efficient measures and material conservation and resource efficiency measures.[471]

[469] City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

[470] California Department of Resources Recycling and Recovery (CalRecycle), "Mandatory Commercial Recycling," 2017, http://www.calrecycle.ca.gov/recycle/commercial/.

[471] California Building Standards Commission (CBSC), Guide to the 2016 California Green Building Standards Code, Non-Residential, January 2017, https://www.documents.dgs.ca.gov/bsc/CALGreen/CALGreen-Guide-2016-FINAL.pdf

Local

Los Angeles Regional Water Quality Control Board Municipal Separate Storm Sewer System Permit

In 2012, the Los Angeles Regional Water Quality Control Board (LARWQCB) updated its Municipal Separate Storm Sewer System (MS4) Permit (Order No. 012-0175). The permit establishes discharge prohibitions, effluent limitations, receiving water limitations, and monitoring and reporting program requirements for all its Permittees, which includes the City of Burbank. The MS4 Permit requires each of its Permittees to implement a Planning and Land Development Program for all new development and redevelopment projects for various reasons, including to: lessen the water quality impacts of development; minimize the percentage of impervious surfaces on developments; minimize pollutant loadings from impervious surfaces; and properly select, design and maintain low impact development (LID) and hydromodification control best management practices to address pollutants and reduce changes to pre-development hydrology.[472] The City of Burbank developed a LID Standards Manual to satisfy this requirement, which is detailed in the next section below).

City of Burbank Municipal Stormwater and Urban Runoff Discharges and Low Impact Development Standards Manual

The City of Burbank's Municipal Stormwater and Urban Runoff Discharges LID Development Standards Manual satisfies the requirements of the LARWQCB MS4 Permit, which states that all new development and redevelopment projects must meet the minimum post-construction stormwater quality control requirements or best management practices (BMPs), as well as hydrologic control measures. Post-construction BMPs must be installed on new development sites to remove stormwater pollutants, reduce stormwater runoff volume, and beneficially use stormwater, thereby protecting water resources. Types of new development projects subject to the design and implementation of post-construction controls are listed below (Burbank Municipal Code Section 9-3-414).

1. All development projects equal to 1 acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area.
2. Industrial parks 10,000 square feet or more of surface area.
3. Commercial malls 10,000 square feet or more of surface area.
4. Retail gasoline outlets 5,000 square feet or more of surface area.
5. Restaurants (SIC 5812) with 5,000 square feet or more of surface area.
6. Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.
7. Street and road construction of 10,000 square feet or more of impervious surface area.

[472] Los Angeles Regional Water Quality Control Board (LARWQCB), Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating From the City of Long Beach MS4, September 8, 2016, ttp://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/OrderR4-2012-0175_corrected_120216.pdf.

8. Automotive service facilities (SIC 5013, 5014, 5511, 5541, 7532-7534, or 7536-7539) with 5,000 square feet or more of surface area.

The selection of BMP types to implement on development sites shall be prioritized in the following order: infiltration, bioretention, and/or rainfall harvest and use. These controls shall ensure the project site maintains its pre-project stormwater runoff flow rates. For example, for projects where it is technically infeasible to retain and infiltrate 100 percent of the stormwater quality design volume (SWQDv), biofiltration or treatment and off-site infiltration can be implemented. The SWQDv for any given location is defined as the 0.75-inch, 24-hour rain event, or the 85th percentile 24-hour rain event (whichever is greater).[473]

In addition to post-construction BMPs, hydrologic control measures must be implemented to prevent accelerated downstream erosion and protect stream habitat by minimizing changes in the post-development hydrologic stormwater runoff discharge rates, velocities and duration. For guidance on hydrologic control measures, the City Manual defers to the hydromodification requirements in the County of Los Angeles LID Manual.[474] The County LID Manual states that projects that are tributary to a natural drainage system (i.e., a system that has not been improved or channelized) must conduct hydrology and hydraulic frequency analyses for various standard flood events to identify off-site drainage impacts and demonstrate compliance with hydromodification requirements. If hydromodification will occur, the project must obtain drainage acceptance letters from downstream property owners and implement retainment and/or infiltration requirements as specified in the County LID Manual.[475]

A maintenance plan shall be submitted to the City for approval for new development projects subject to post-construction BMPs. The maintenance plan shall include a site plan indicating the locations and types of the BMPs; an operation and maintenance plan for the BMPs, including the required scheduled maintenance; a maintenance log to be retained; and a checklist of the information required on the maintenance certification by the project owner on a biannual basis.[476]

City of Burbank Diversion of Construction and Demolition Debris Ordinance

The Construction and Demolition Debris Ordinance was designed to meet the goals of the California Waste Management of 1989, which requires all cities and counties in the State to reduce the amount of waste materials deposited in landfills by 50 percent. The ordinance requires

[473] City of Burbank, Municipal Storm Water and Urban Runoff Discharges & Low Impact Development Standards Manual, 2015, http://www.burbankca.gov/home/showdocument?id=35261.

[474] Los Angeles County Department of Public Works (LADPW), Low Impact Development Standards Manual, February 2014, https://dpw.lacounty.gov/ldd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf. Accessed July 25, 2018.

[475] (Los Angeles County 2014).

[476] City of Burbank, Municipal Storm Water and Urban Runoff Discharges & Low Impact Development Standards Manual, 2015, http://www.burbankca.gov/home/showdocument?id=35261.

new building projects to divert and recycle at least 50 percent of construction and demolition debris generated.[477]

In order to obtain a building permit from the City, the project proponent would be required to complete a Waste Management Plan (WMP) for Commercial Construction and Demolition Debris. The WMP would outline how much scrap and debris would be generated during construction and would be required to specify a final destination for the debris.[478]

Burbank Recycling Center

The Burbank Recycling Center is operated by the City of Burbank Department of Public Works. The Center publishes a handbook titled "Materials Accepted in Your Recycling Bin" or at the Recycling Center that is used as guidance for participants in recycling in the city of Burbank. The handbook also includes details of what types of household hazardous and electronic waste, including batteries and antifreeze, are collected at S.A.F.E. centers operated by Los Angeles County Sanitation District.[479]

City of Burbank Sustainable Water Use Ordinance

The City's Sustainable Water Use Ordinance provides a tiered response for water conservation. Stage I implemented permanent conservation measures including prohibition of watering on rainy days or when the sun is out, prohibition of hosing down hardscapes, continued water system maintenance and maximization of recycled water use, and limitation of watering to only 3 days per week. Implementation of Stage II limited home watering to three days per week and resulted in a 20 percent reduction in water use.[480] Stage III allows irrigation 3 days per week, and must occur before 9AM or after 6PM. Failure to comply with Burbank's water wasting rules may result in a fine.[481] The City is currently in Stage I of the Sustainable Water Use Ordinance.[482]

City of Burbank Sewer Construction

To connect to the city's main sewer line, an excavation permit and a sewer connection permit must be obtained from the City Public Works Department. For sewer construction entirely on private property, the owner must obtain a plumbing permit from the City Building Department, and an excavation permit from City Public Works Department.[483]

[477] City of Burbank, "Street Maintenance & Repair," 2017, http://www.burbankca.gov/departments/public-works/street-and-solid-waste/street-maintenance-repair. Note: referenced in text as "City of Burbank 2017b."

[478] City of Burbank, Building Division: Commercial Construction & Demolition Debris Waste Management Plan (WMP) – Part 1, 2016, http://www.burbankca.gov/home/showdocument?id=35589.

[479] City of Burbank, Burbank Recycle Center, Materials Accepted in Your Recycling Bin or at the Recycle Center, http://www.burbankca.gov/home/showdocument?id=36151. Accessed October 9, 2017. Note: referenced in text as "City of Burbank 2017c."

[480] Todd Groundwater (Todd), Draft Water Supply Assessment, Avion Burbank Project, City of Burbank, August 2017.

[481] BWP, "Watering Schedule," 2017, https://www.burbankwaterandpower.com/water/water-drought.

[482] BWP, Waste Water Observed – Online Form, https://www.burbankwaterandpower.com/component/bwpforms/?task=waterwaste. Accessed on January 12, 2018.

[483] City of Burbank, "Sanitary Sewer System," accessed May 16 2018, http://www.burbankca.gov/departments/public-works/water-reclamation-and-sewer/sanitary-sewer-system.

City of Burbank Municipal Code

Chapter 1, Article 3: Connection to Public Sewers

If constructed sewer facilities are 8 inches or larger in diameter, a maintenance hole will be necessary at the connection point(s) to the city sewer main (Burbank Municipal Code Section 8-1-308). Any connection(s) or tap(s) to the city sewer main will require a permit (Burbank Municipal Code Section 8-1-301).

Burbank2035 General Plan

The *Burbank2035 General Plan* includes the following goals and policies that address potential utilities impacts.

Chapter 2: Air Quality and Climate Change

Goal 3: Reduction of Greenhouse Gas Emissions. Burbank seeks a sustainable, energy-efficient future and complies with Statewide greenhouse gas reduction goals.

Chapter 3: Land Use Element

Goal 2: Sustainability. Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.

> **Policy 2.6:** Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.

Goal 4: Public Spaces and Complete Streets. Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.

> **Policy 4.10:** Require new development projects to provide adequate low-water landscaping.

Chapter 6: Open Space and Conservation Element

Goal 9: Water Resources. Adequate sources of high-quality water provide for various uses within Burbank.

> **Policy 9.5:** Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.

4.15.3 Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines*, the project could have a potentially significant impact with respect to Utilities if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (see **Impact 4.15-1**, below).
- 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 (see **Impact 4.15-2**, below).

- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (see **Impact 4.15-3**, below).
- Require new or expanded water supply resources or entitlements (see **Impact 4.15-4**, below).
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projects projected demand in addition to the provider's existing commitments (see **Impact 4.15-5**, below).
- Be served by a landfill with insufficient permitted capacity to accommodate the project solid waste disposal needs (see **Impact 4.15-6**, below).

The project would comply with all Federal, State, and local statues and regulations related to solid waste; therefore, this issue does not require any further analysis in this Draft EIR. (See Section 5.1, *Effects Found Not to Be Significant*, for additional discussion of the rationale for eliminating this threshold from further analysis in the EIR and Initial Study/Notice of Preparation, the latter of which is included in Appendix A.)

4.15.4 Methodology

The following evaluation of potential impacts is based on the information summarized in the Existing and Regulatory settings, which was obtained from BWP, the City of Burbank and the County of Los Angeles. Information from various reports prepared for the project was also consulted; these reports included the Sewer Capacity Study,[484] the Sewer Capacity Analysis,[485] the Low Impact Development (LID) Report,[486] the Preliminary Hydrology Calculations Report[487] and the Water Supply Assessment.[488] After information from the aforementioned parties was reviewed, project site conditions were compared by evaluating the potential for the project to impact utilities in accordance with CEQA thresholds.

4.15.5 Impact Analysis

Project Design Features

The project incorporates many project design features (PDFs) that would reduce impacts related to drainage. PDFs are part of the project design, and are not mitigation measures. The PDFs proposed for the project include, but are not limited to the following:

> **PDF-Hydro-1: Low Impact Development Plan.** Per the requirements of the MS4 Permit, a Low Impact Development (LID) Plan has been developed by the project

[484] David Evans and Associates, Inc. (DEA), Sewer Capacity Study, Avion Burbank Project, 3001 N. Hollywood Way, Burbank, CA, prepared for ESA, 2017.

[485] City of Burbank, 3003 N Hollywood Way – Sewer Capacity Analysis, 2017. Note: referenced in text as "City of Burbank 2017a."

[486] Thienes Engineering Inc. (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA 91505, APNs: 2466-011-908, -909, -910, -911 // 2466-028-907, -908, October 2, 2017. (Note: referenced in text as Thienes 2017a).

[487] Thienes, Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way and San Fernando Road, Burbank, California, Revised October 4, 2017. (Note: referenced in text as Thienes 2017b).

[488] Todd Groundwater (Todd), Draft Water Supply Assessment, Avion Burbank Project, City of Burbank, August 2017.

applicant and will be submitted to the City for approval. The LID Plan is required because the project would result in an alteration to 50-percent or more of the impervious surfaces of a previously existing development that was not subject to post-construction stormwater quality control requirements. Therefore, the project is classified as a "Planning Priority Project" per the BMC and must comply with requirements of Section 9-3-413.that state all stormwater runoff generated at the project site must be treated.

The LID Plan is designed to control pollutants, pollutant loads, and runoff volumes to the maximum extent feasible by minimizing impervious surface areas and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest and use. Since infiltration of stormwater runoff onsite was determined to be infeasible due to groundwater contamination, the LID plan details how the project will include Filterra systems sized to treat 1.5 times the 85th percentile, 24-hour rain event. In addition to treating stormwater runoff the LID Plan details source control BMPs that will be implemented onsite to reduce the potential for water quality degradation. These include storm drain messages and signing, locating trash away from roof drainage, minimization of run-on to the loading docks, and installation of irrigation that minimizes dry weather urban runoff. The project must also protect slopes and channels and provide proof of ongoing BMP maintenance. **Table 4.8-1**, *Lid Source Control Measures* lists the source control measures taken from the County LID Manual that would be implemented onsite. Implementation of these into the project design would reduce impacts from stormwater runoff volumes and stormwater pollutants.

Project Impacts

Wastewater Treatment Requirements

Impact 4.15-1: The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board during either construction or operation of the project. (Less-than-Significant Impact with Mitigation)

There is currently no wastewater generated on the project site. Wastewater generated during project construction would consist of construction workers using portable toilets. Portable toilet waste would be collected from the project site by a permitted liquid waste hauler and disposed of at a liquid waste disposal station operated by the LACSD, where it would be treated to LARWQCB standards for wastewater. Portable toilet waste would be minimal, and would not exceed the capacity of disposal and treatment facilities. Therefore, impacts related to wastewater treatment requirements during project construction would be less than significant.

The proposed project would introduce commercial and industrial uses to the project site that would generate an estimated maximum wastewater amount of 271,127 gallons per day (gpd) during a wet weather event using an approved formula from City Public Works . Wastewater demand calculations have been included as part of Appendix L of this EIR. During dry weather, wastewater production for the proposed project is estimated to be around 2.5 times less (approximately 108,451 gpd). To treat wastewater generated on-site, the proposed project would require 8-inch connections to the existing 8-inch VCP on Hollywood Way and will require a new

and/or modified manhole.[489] In addition, approximately 1,800 feet of existing sewer along the tributary reaches of sanitary sewer servicing this property would be impacted by the proposed project's operation; these sanitary sewer lines would require upgrades to function as sewage conveyance lines for the project.[490] The project applicant would be required to obtain all applicable permits for excavation, sewer connection and plumbing from the City Public Works Department and the City Building Department when upgrading existing sewer lines. Per mitigation measure **MM-UTIL-1**, the project applicant would be required to pay a portion of the necessary sewer infrastructure upgrades, which are determined as a percentage of the project's contribution to the sanitary sewer system. Mitigation Measure UTIL-1-1 also requires the project applicant to pay sewer facility charges prior to issuance of a building permit. Further, when installing the proposed new sewer connections to existing sewer lines, the project would comply with the City of Burbank Municipal Code's requirements for sewer connection, including obtaining a permit, City review and approval of new sewer plans, and, if a new manhole is necessary, requirements for construction a maintenance hole. Following payment of fees for interconnection to the City sewer and compliance with City of Burbank Municipal Code, the project would be equipped with the appropriate sewer connection and capacity to convey wastewater to the BWRP for treatment. Therefore, impacts related to the exceedance of wastewater treatment requirements would be less than significant with mitigation.

Mitigation Measure

MM-UTIL-1: The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at $49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at $$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately $423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.

Water or Wastewater Treatment Facilities

Impact 4.15-2: The proposed project would not 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 be supplied by BWP with pre-treated imported water or groundwater for potable uses and treated recharged or recycled water for non-potable uses. As part of

[489] David Evans and Associates, Inc. (DEA), Sewer Capacity Study, Avion Burbank Project, 3001 N. Hollywood Way, Burbank, CA, prepared for ESA, 2017.

[490] City of Burbank, 3003 N Hollywood Way – Sewer Capacity Analysis, 2017. Note: referenced in text as "City of Burbank 2017a."

compliance with the stormwater quality protection requirements of the LARWQCB MS4 Permit, the project would include the construction of Filterra biofiltration systems, which would treat stormwater on-site prior to its release off-site.[491] Since the proposed biofiltration systems drainage facilities would be incorporated into the project design, the environmental effects of their construction have been analyzed throughout this EIR. No additional construction-related impacts are anticipated, and impacts related to the construction or expansion of water treatment facilities would be less than significant.

As discussed in Impact 4.15-1 above, the project would include the construction of sewer facilities on-site and upgrades to existing off-site sewers. Although these sewer facilities would convey wastewater to a location for treatment, the sewers themselves are not considered wastewater treatment facilities. The estimated 271,127 gpd of wastewater generated by the project are not expected to exceed the capacity of the BWRP, which is only using 8.5 mgd of its 12.5 mgd capacity. Therefore, an expansion of the BWRP is not required. Impacts related to the construction or expansion of the wastewater treatment facilities would be less than significant.

Mitigation Measures

None required.

Stormwater Drainage Facilities

Impact 4.15-3: The proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant Impact)

The proposed project would convert existing pervious surfaces to impervious surfaces, thereby increasing the amount of stormwater runoff generated on-site. Once developed, runoff on the proposed project site would drain to proposed catch basins, and would be treated by Filterra biofiltration systems (as described in PDF Hydro-1). Following treatment, stormwater would be conveyed via proposed private storm drains and then a proposed public storm drain easterly to the existing Hollywood Way storm drain. Incorporation of the private storm drains into the public system including into project design would result in an estimated 50-year peak flow rate of 125.4 cubic feet per second (cfs), which is 6.9 cfs less than existing 50-year peak flow rate conditions of 132.3 cfs.[492] Therefore, an expansion of existing public stormwater drainage facilities would not be required. Since the proposed on site facilities designed to capture stormwater drainage would be incorporated into project design as a project design feature (PDF), the environmental effects of their construction have been analyzed throughout this EIR. No additional impacts are anticipated.

[491] Thienes Engineering Inc. (Thienes), Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way, Burbank, CA 91505, APNs: 2466-011-908, -909, -910, -911 // 2466-028-907, -908, October 2, 2017. (Note: referenced in text as Thienes 2017a).

[492] Thienes, Preliminary Hydrology Calculations for Avion Burbank, Hollywood Way and San Fernando Road, Burbank, California, Revised October 4, 2017. (Note: referenced in text as Thienes 2017b).

Mitigation Measures

None required.

Water Supplies

Impact 4.15-4: The proposed project would not require new or expanded water supply resources or entitlements. (Less than Significant Impact)

During operation, the proposed project is anticipated to require 174 acre-feet per year (AFY) (or approximately 154,381 gpd) of potable water for indoor use and 12 AFY (or approximately 10,713 gpd) of non-potable recycled water for landscaping and air conditioning cooling towers. Both of these water demands represent an increase from the project's current non-existent water demand.

To ensure delivery of the water supplies to the project site, the proposed project would be required to construct a new 12'' potable water main on Tulare Avenue and Kenwood Street as well as an 8'' recycled water main on Tulare Avenue. According to BWP demand projections, project potable and recycled water supplies match projected potable and recycled water demands and will continue to do so through the year 2040. The projected water demands for the BWP service area were estimated by MWD using population projections multiplied by gallons per capita water usage rates (BWP 2016). Although the proposed project would not include a residential component, and would thus, not directly result in population growth, the jobs provided by the project would indirectly induce some population growth and could increase water demand.

MWD growth projections were obtained from the Southern California Association of Governments,[493] which are partially based on anticipated land use development in the region. The City of Burbank anticipates the majority of its future growth will occur in commercial land uses, as well as mixed-use development along transportation corridors and near transportation nodes.[494] The proposed project would qualify as a commercial land use project **[Note to Reviewer: Please confirm the entire project itself can be considered commercial even though there will be industrial warehouses].** Thus, the increase in population and consequential potable and recycled water demand associated with the proposed project has been accounted for in water demand projections and there would be sufficient water supplies for the proposed project. The will-serve letter from BWP stated there is sufficient peripheral water infrastructure to serve the project site and required that the project site utilizes recycled water for all approved usages including landscaping, thereby reducing the project's potable water demand. [495] Further, the project would be required to comply with CALGreen water-efficient plumbing requirements as well as the City's Sustainable Water Use Ordinance to encourage water conservation.

493 Metropolitan Water District (MWD), Integrated Water Resources Plan: 2015 Update, http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf.

494 Burbank Water and Power (BWP), 2015 Urban Water Management Plan, June 2016, https://www.burbankwaterandpower.com/images/water/downloads/2015_UWMP_Final_06-24-2016.pdf.

495 Todd Groundwater (Todd), Draft Water Supply Assessment, Avion Burbank Project, City of Burbank, August 2017.

Therefore, the proposed project would not require expanded water resource entitlements; impacts would be less than significant.

Mitigation Measures

None required.

Inadequate Capacity

Impact 4.15-5: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projects projected demand in addition to the provider's existing commitments. (Less than Significant Impact with Mitigation)

The project would represent an increase in wastewater generated on-site when compared to existing conditions. As required by MM-UTIL-1 would require the payment of both sewer facility charges and a portion of necessary sewer infrastructure upgrade costs required to serve the project site. The project applicant would also be required to obtain a permit from the City for interconnection into their existing sewer line per compliance with the BMC. Following compliance with these requirements, connection to the City's sewer system is allowed.[496] serves as confirmation that the City (that operates the Burbank Water Reclamation Plant that would eventually treat project wastewater) has appropriate capacity to serve project wastewater demand in addition to its existing commitments. Therefore, impacts related to inadequate wastewater treatment capacity would be less than significant following implementation of mitigation.

Mitigation Measures

Implement MM-UTIL-1.

Landfill Capacity

Impact 4.15-6: The proposed project would be served by a landfill with insufficient permitted capacity to accommodate the project solid waste disposal needs. (Less-than-Significant Impact with Mitigation)

Construction of the project would generate solid waste, including construction debris. As part of compliance with the City's Construction and Demolition Debris Ordinance, the proposed project would be required to develop and submit a WMP for debris generated during construction. The WMP must plan for a minimum of 50 percent of construction debris to be recycled, thereby minimizing the amount of waste from construction that would require landfill disposal.

As a commercial and industrial operation, the project would generate solid waste. **Table 4.15-3** estimates the solid waste generated by the project during operation using solid waste generation rates published by CalRecycle. Since little detail is currently known about the project site tenants

[496] City of Burbank, 3003 N Hollywood Way – Sewer Capacity Analysis, 2017. Note: referenced in text as "City of Burbank 2017a."

(including those that will occupy the industrial and office spaces), the values in Table 4.5-3 below are considered estimates.

TABLE 4.15-3
OPERATIONAL PROJECT SOLID WASTE GENERATION ESTIMATES

Project Component	Component Details	Generation Rate*	Units of Measure*	Pounds of Solid Waste Generated Per Day
Industrial	1,014,887 sq ft	1.42	lbs/100 sq ft/day	14,411
Office	142,500 sq ft	0.006	lbs/sq ft/day	855
Retail	15,475 sq ft	0.046	lbs/sq ft/day	712
Hotel	166 rooms	2	lbs/room/day	332
			TOTAL	**16,310**

SOURCE: CalRecycle 2016

As shown in Table 4.15-3, up to 16,310 lbs (or about 8.2 tons) of trash could be generated on the project site daily. Currently, the project site does not generate any waste. The maximum permitted throughput of the Burbank Landfill is 240 tons/day; therefore, this amount of waste would represent about 3 percent of the landfill's daily capacity. Further, since three of the proposed project's commercial components (creative office, retail, and hotel) would consist of commercial uses that would likely generate more than 4 cubic yards of solid waste weekly, these project components would be required to comply with AB 341 by participating in recycling. Although recycling at industrial operations is not required by AB 341, industrial operations have the greatest potential to generate solid waste at the project site. Thus, mitigation measure **MM-UTIL-2** would require all tenants occupying the creative industrial space to recycle to the maximum extent possible. This would help reduce the amount of project-related waste that requires landfill disposal. Following implementation of Mitigation Measure 4.15-2 and compliance with pertinent regulations, the Burbank Landfill is expected to have sufficient capacity to accommodate waste from the project during construction and operation. Impacts would be less than significant with mitigation.

Mitigation Measures

MM-UTIL-2: As part of their lease agreement, all tenants occupying creative industrial buildings on the proposed project site shall be required to recycle all qualifying items in accordance with the Burbank Recycling Center's guidelines, including their handbook titled "Materials Accepted in Your Recycling Bin or at the Recycling Center." The project applicant shall supply tenants with City recycling receptacles as well as the aforementioned Burbank Recycling Center handbook.

4.15.6 Cumulative Impact Analysis

Wastewater Treatment Requirements

The project would not have cumulatively considerable effects regarding wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Less than Significant with Mitigation)

The projects and other projects would generate wastewater during construction and operation that if improperly treated would violate RWQCB wastewater treatment requirements. Wastewater generated during construction would be limited to portable toilet wastes, which would be collected by a permitted liquid waste hauler and disposed of at an LACSD liquid waste disposal station for proper treatment. Operation of the proposed project and other projects would generate wastewater requiring appropriate treatment. Although the existing BWRP has a remaining wastewater treatment capacity of 4 mgd, the proposed project in combination with other development projects could result in a cumulative increase in wastewater generation that exceeds BWRP's remaining capacity; projects could also overwhelm the existing sewage system in place with their new or increased wastewater output. However, the City has confirmed there is sufficient treatment capacity at the BWRP to accommodate this project. Further, development projects requiring sewer line upgrades would be required to pay a percentage of the upgrade cost as deemed necessary by governing municipalities (as is required for the project by MM-UTIL-1). Like the proposed project, other projects would be required to comply with applicable BMC requirements pertaining to any new connections to existing sewer lines to ensure they are adequate in terms of capacity and treatment. Therefore, payment of necessary upgrade costs and compliance with applicable BMC stipulations would reduce cumulative impacts regarding wastewater treatment requirements to less than significant levels.

Mitigation Measures

Implement MM UTIL-1.

Significance after Mitigation: Less than significant

Water or Wastewater Treatment Facilities

The project could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause cumulatively considerable environmental effects. (Less than Significant Impact)

The proposed project and any of the other projects qualifying as new development projects according to the LARWQCB MS4 Permit would be required to include post-construction BMPs to prevent the pollution of stormwater runoff. Similar to the proposed project, other projects may elect to implement treatment control BMPs like Filterra biofiltration systems that treat surface water prior to it leaving the project site. These BMPs would be implemented into project design and analyzed for environmental effects under CEQA. BMPs implemented during post-construction would improve water quality through an increase in the amount of permeable surface, which will aid in the filtration of potential contaminants. Any sewers constructed on-site

would convey wastewater, but would not be considered wastewater treatment facilities. Since the BWRP has a remaining capacity of 4 million gpd, the estimated 271,127 gpd of wastewater generated by the project is not expected to exceed the capacity of the BWRP. Other projects, including those identified in Table 3-3, would be required to ensure the receiving wastewater plant would have sufficient remaining capacity to treat the proposed wastewater generation, or would have to consult with the City to expand wastewater treatment capacity prior to proceeding with project construction. Therefore, impacts related to the construction or expansion of water or wastewater treatment facilities would not be cumulatively considerable.

Mitigation Measures

None required.

Stormwater Drainage Facilities

The project could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause cumulatively considerable environmental effects. (Less than Significant Impact)

Replacement of pervious surfaces with impervious surfaces by the proposed project and other projects would increase the amount of stormwater runoff generated on project sites, which could require the construction of new and/or expansion of existing stormwater drainage facilities and result in environmental effects. The project area is highly developed with many impervious surfaces, and its storm drains have been designed to accommodate large stormwater runoff flows. Projects qualifying as new development or redevelopment projects according to the LARWQCB MS4 Permit would be required to retain and infiltrate 100 percent of flows up to the SWQDv (0.75-inch 24-hour rain event) if feasible, or biofilter and treat runoff on-site prior to its release off-site. Retainment and infiltration techniques would eliminate a large portion of stormwater runoff leaving these development sites, and biofiltration and treatment techniques would collect runoff for treatment, thereby slowing its release off-site. Therefore, compliance with the LARWQCB MS4 Permit in an area that is already highly developed would likely minimize the need for new or expansion of existing stormwater drainage facilities. Should new or expanded stormwater drainage facilities be required, their construction would be compliant with all applicable environmental regulations and analyzed for environmental effects as part of the development projects themselves; however, environmental effects from stormwater drainage facility construction and operation tend to be minimal compared with the environmental effects of building construction and operation. Therefore, impacts related to the construction or expansion of stormwater drainage facilities would not be cumulatively considerable.

Mitigation Measures

None required.

Water Supplies

The project could have cumulatively considerable effects from new or expanded water supply resources or entitlements. (Less than Significant Impact)

The proposed project and 17 of the other cumulative project**s** would be located within the BWP service area. As shown in Tables 4.15-1 and 4.15-2, total BWP water supplies are expected to match projected water demands. through 2040; water demands were calculated based on population projections developed for regional planning, which include population growth from anticipated development in the area like the proposed project.[497] All projects within the city of Burbank would be required to comply with the City's Sustainable Water Use Ordinance to conserve water. Therefore, the proposed project along with other projects in the BWP service area would not require expanded water supply resources or entitlements. Other projects that are not supplied water by BWP must ensure their water purveyor has anticipated to have sufficient supplies to support the project for the foreseeable future; otherwise, they must secure water resources in another way. Impacts related to water supply resources or entitlements would not be cumulatively considerable.

Mitigation Measures

None required.

Inadequate Wastewater Treatment Capacity

The project could result in cumulatively considerable impacts regarding inadequate capacity to serve the projects projected demand of wastewater treatment. (Less than Significant with Mitigation)

The project and other projects in the area would represent an increase in wastewater generated on-site when compared to existing conditions; together, the cumulative increase in wastewater could exceed BWRP's wastewater treatment capacity. Portable toilet waste generated during construction of the projects would be minimal enough to not exceed the capacity of disposal and treatment facilities. Per MM-UTIL-1, the proposed project must pay both sewer facility charges and a portion of the cost of necessary sewer infrastructure upgrades required to serve the project site. Other projects requiring similar upgrades would be subject to similar fees. Proposed projects and other projects in the city of Burbank would be required to obtain a permit for interconnection with the City sewer, which would trigger City review of the project's anticipated wastewater generation amount and acknowledgement of adequate capacity to provide wastewater treatment. Currently, the BWRP treats 8.5 mgd of wastewater, but has a design capacity of 12.5 mgd; therefore, increases new wastewater treatment demands generated by the proposed project and other projects would likely be accommodated. Impacts related to inadequate capacity to serve project wastewater demand would not be cumulatively considerable.

[497] Burbank Water and Power (BWP), 2015 Urban Water Management Plan, June 2016, https://www.burbankwaterandpower.com/images/water/downloads/2015_UWMP_Final_06-24-2016.pdf.

Mitigation Measures

Implement MM-UTIL-1.

Significance after Mitigation: Less than significant

Landfill Capacity

The project could have cumulatively considerable effects on solid waste disposal facilities. (Less than Significant Impact)

The proposed project and other projects would generate solid waste requiring disposal and could thus impact solid waste disposal facilities. Similar to the project, other development projects are expected to generate a minimal fraction of the Burbank Landfill's maximum permitted throughput; cumulatively, however, these projects could constitute a larger portion of the Landfill's throughput and affect its ability to accept solid waste over time. To reduce construction-related solid waste that ends up in the landfill, the project and other development projects would be required to comply with the City's Construction and Demolition Debris Ordinance, which requires recycling of at least 50 percent of waste generated and the preparation of a WMP specifying how this will be achieved. Other projects would also be served by the Burbank Landfill and Burbank Recycling Center. As for operational solid waste, all commercial/industrial projects generating greater than 4 yards of waste weekly, along with residential projects that include multifamily residential dwelling of five units, would be required to recycle in accordance with AB 341. Implementing recycling practices during the construction and operation of these projects would substantially reduce the amount of waste requiring landfill disposal. Therefore, the proposed project would not result in a cumulatively considerable effect on related to an exceedance of landfill capacity.

Mitigation Measures

None required.

CHAPTER 5
Other CEQA Considerations

This section describes environmental effects that were found not to be significant, significant irreversible environmental changes that would be caused by the project, significant and unavoidable adverse impacts, growth-inducing impacts, and significant irreversible changes.

5.1 Effects That Were Found Not to Be Significant in the Initial Study / Notice of Preparation

The City of Burbank (City), through the Initial Study process, determined the proposed project has the potential to cause or result in significant environmental impacts that warranted further analysis, public review, and disclosure through the preparation of an EIR. The Initial Study and associated EIR Notice of Preparation (NOP), dated June 9, 2017, were forwarded to the California Office of Planning and Research, State Clearinghouse, and circulated for public review and comment. The assigned State Clearinghouse reference for the proposed project is SCH 2017061019. The Initial Study and NOP responses are included in Appendix A of this Draft EIR.

As required by Section 15128 of the *State CEQA Guidelines*, an EIR shall contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and are therefore not discussed in detail in the EIR. In accordance with the *State CEQA Guidelines*, this section discusses the environmental issue areas where impacts were found to not be significant in the Initial Study/NOP. These discussions use the *State CEQA Guidelines* Appendix G Checklist questions for each of the environmental topic areas.

5.1.1 Aesthetics

As discussed in the Initial Study, the impact of the proposed project on scenic vistas was determined to result in a less than significant impact, and the impact of the proposed project on State scenic highways was found to have no impact, as further described below. The EIR evaluates the remaining aesthetic resources significance thresholds in Section 3.1, *Aesthetics*, of this Draft EIR.

a) The proposed project would not have a substantially adverse effect on a scenic vista.

A scenic vista generally provides focal views of objects, settings, or features of visual interest or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact to a scenic vista would occur if the proposed project introduced an incompatible use that would obstruct, interrupt, or diminish a valued focal and/or panoramic view. The *Burbank 2035 General Plan* (General Plan) Open Space and Conservation Element defines scenic vistas as viewpoints that provide expansive views of a highly valued landscape for

the benefit of the general public. Scenic vistas within the city of Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the city and the Santa Monica Mountains beyond are also considered a valued resource. According to the General Plan, the project site is not located within an area identified as having a scenic vista (City of Burbank 2013). Additionally, the project site is flat and does have views of the Verdugo Mountains to the east. Further, any potential views of the mountains are blocked by intervening existing development. Similarly, the Santa Monica Mountains are located too far southwest of the project site, with too much intervening development to have direct visual appeal to the project site. Moreover, the tallest building proposed for the project—a six-story hotel—would be a maximum of approximately 69 feet and would not substantially obscure these designated scenic vistas. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

b) The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

There are no officially designated State scenic highways within proximity to the project site. The nearest eligible State Scenic Highway is Interstate 210, located approximately 3.5 miles east/northeast of the project site. No rock outcroppings or historic buildings eligible for national or State designation are located on or near the project site. Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway and no impact would occur.

5.1.2 Agriculture and Forest Resources

As discussed in the Initial Study, the impact of the proposed project would have no impact on agricultural and forestry resources, as further described below.

a) The proposed project would not 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.

The city contains no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on maps prepared pursuant the Farmland Mapping and Monitoring Program. Further, the project site is partially paved with asphalt and partially unpaved, but contains no existing agricultural resources. Surrounding land uses consist of storage/industrial, airport, and vacant land. As there is no farmland present within the immediate vicinity of the project site, or in the city, implementation of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur and impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

b) The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The City does not have any agriculture-oriented zoning designations and contains no Williamson Act Contract land. The project site is currently zoned as General Industrial (M-2) and Airport (AP) under the City of Burbank zoning map. Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials, while parcels designated as AP are intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility. There is no portion of the project site or the surrounding land uses zoned for agriculture and no nearby lands are enrolled under a Williamson Act contract. Therefore, there would be no impact related to agricultural zoning or Williamson Act contracts.

c) The proposed project would not 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)).

The project site is zoned M-2 and AP, which does not support forest or timberland resources. No forestland or timberland zoning is present on the project site, in the surrounding area, or anywhere in the city. Therefore, the proposed project would not conflict with existing zoning for forestland or timberland. No impact would occur.

d) The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

There is no forestland on the project site or in the surrounding area. Thus, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur.

e) The proposed project would not 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.

There are no agricultural uses or related operations on or in proximity to the project site, or anywhere within the city; therefore, the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts involving the conversion of farmland to non-agricultural use would occur.

5.1.3 Biological Resources

As discussed in the Initial Study, the proposed project would have no impact on biological resources, as further described below. This impact area is not discussed further in this Draft EIR.

a) The proposed project would not 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 Wildlife or U.S. Fish and Wildlife Service.

The project site is located in a developed area and is partially paved with asphalt and partially unpaved. The only biological resources present on-site is sparse ornamental landscaping. The project site does not contain habitat, which would support special-status or wildlife species, as it has been heavily disturbed, developed, and partially demolished. Because of high levels of human activity and density of development in the region, there is no potential for candidate, sensitive, or special-status plants or animal species to occur on the project site. Implementation of the proposed project would not result in a substantial adverse effect, directly or indirectly, or through habitat modifications, on any sensitive species. Thus, no impacts would occur.

b) The proposed project would not 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 Wildlife or U.S. Fish and Wildlife Service.

As discussed above, the project site is located in an area that is entirely developed. No riparian habitat or designated sensitive natural communities exist on the project site or in the surrounding area. Vegetation adjacent to the project site, including within the Airport parking lot, consist of ornamental landscaping. Because of a lack of trees on the project site and nearby area, the project site does not contain a native or natural community. Therefore, the proposed project would have no impact to riparian habitat or sensitive natural communities.

c) The proposed project would not 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.

Drainage courses with definable bed and bank and their adjacent wetlands are considered “waters of the United States” and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act. Jurisdictional wetlands, as defined by USACE, are lands that during normal conditions possess hydric soils, are dominated by wetland vegetation, and are inundated with water for a portion of the growing season.

The project site is partially paved with asphalt and partially unpaved, resulting from prior demolition activities. The project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include USACE jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact to Federally protected wetlands as defined by Section 404 of the Clean Water Act.

d) The proposed project would not 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.

The project site is currently partially paved and partially undeveloped land, resulting from prior demolition activities, and is located within a highly developed portion of the city. The project site is predominately covered with impervious surfaces and does not contain any quality biological habitat. There are no mature trees on the project site that could provide suitable nesting substrate for migratory songbirds and raptors protected by the Migratory Bird Treaty Act (MBTA). Thus, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or established migratory wildlife corridor. Therefore, no impacts would occur.

e) The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Section 7-4-115 of the Burbank Municipal Code (BMC) states that no ground-disturbing activities, such as the excavation of any ditches, tunnels, trenches, or the installation of pavement, shall occur within 10 feet from any public tree without prior notification to the City Director. There is minimal ornamental landscaping adjacent to the project site, but no biological resources, including trees, within the project site. The proposed project would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. No impact would occur.

f) The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

The City does not have an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). There are no approved local, regional, or State habitat conservation plans. Therefore, the project would have no impact to an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. No impact would occur.

5.1.4 Geology, Soils, and Seismicity

As discussed in the Initial Study, the impact of the proposed project on the rupture of known earthquakes was found to be less than significant. Further, the proposed project would have no impact on landslides or have soils incapable of supporting the use of septic tanks, as further described below. The EIR evaluates the remaining geology and soils significance thresholds in Section 4.5, *Geology, Soils, and Seismicity*, of this Draft EIR.

a.i) The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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).

The Alquist-Priolo Earthquake Fault Zoning Act requires the State of California to map areas of high risk for surface fault rupture. This law prohibits locating structures designed for human occupancy on top of the surface traces of active faults, thereby reducing the loss of life and property from an earthquake. Southern California, including the project site, is subject to the effects of seismic activity due to active faults that traverse the region. According to the Geotechnical Engineering Investigation prepared for the proposed project, the nearest active fault is the Verdugo fault, located approximately 1.25 miles to the east. The project site is not located within an Alquist-Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very low. Additionally, according to the General Plan Safety Element, there are no Alquist-Priolo Earthquake Fault Zones designated within Burbank. The closest Alquist-Priolo Earthquake Fault Zone to the project site is the Sierra Madre Fault Zone, located approximately 5 miles to the northeast. Therefore, impacts related to ground rupture would be less than significant.

a.ix) The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Landslide hazards are related to both slope and seismic activity. A landslide is the downhill movement of masses of earth material under the force of gravity. Factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. Within the city, hazards from landslides are limited to properties located at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon drive. The project site and surrounding area are developed and relatively flat, making the possibility for landslides very low. Therefore, development of the proposed project would not result in significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides.

e) The proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

The proposed project would connect to the existing sewer mains within North Kenwood Street and Hollywood Way and would not require the use of septic system. The existing sewer mains within North Kenwood Street and Hollywood Way have adequate capacity to fully support the proposed project. Therefore, no impact related to septic tanks or alternative waste systems would occur.

5.1.5 Hazards and Hazardous Materials

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining hazards and hazardous materials significance thresholds in Section 4.7, *Hazards and Hazardous Materials,* of this Draft EIR.

c) The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

There are no schools located within one-quarter mile of the project site and the closest school is Providencia Elementary School, located approximately 1 mile southeast of the project site. Further, the surrounding area is designated as Golden State Commercial/Industrial uses, which does not support school uses. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

f) The proposed project would not be located within vicinity of a private airstrip, and would not result in a safety hazard for people residing or working in the project area.

There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to a safety hazard related to operation of a private airstrip. No impact would occur.

g) The proposed project would not 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.

According to the Fire Zones Map within the City's General Plan, the project site is not located within a designated mountain fire zone. The potential for the project site to be affected by a wildland fire is very low. However, the City's General Plan states that urban fires are a threat within the city, where some land uses are more susceptible than others to property damage and/or loss. Located adjacent to the project site, the Hollywood-Burbank Airport is identified as a property that is more susceptible to urban fires. However, the Hollywood-Burbank Airport has its own fire department that responds to fire incidents within the Airport property, which would minimize the risk of urban fire events spreading onto the project site. Therefore, impacts related to wildland fires and urban fires would be less than significant.

5.1.6 Hydrology and Water Quality

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining hydrology and water quality significance thresholds in Section 4.8, *Hydrology and Water Quality,* of this Draft EIR.

g) The proposed project would not 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.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06037C1328F, the project site is located within Zone X, indicating that the project site is located outside of a designated 100-year floodplain. Therefore, implementation of the proposed project would not construct new housing within a 100-year floodplain.

h) The proposed project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows.

As stated above, the project site is not located within a designated 100-year floodplain and as such would not construct structures that would impede or redirect flood flows. No impact would occur.

i) The proposed project would not 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.

According to the General Plan Safety Element, there are three reservoirs located upstream from the city, Reservoirs #1, #4, and #5 as classified by the California Department of Water Resources. However, while these three reservoirs impound more than 50 acre-feet of water, they are not large enough to result in substantial risk of inundation to the city in the event of dam failure. For these reasons, development of the proposed project would not expose people or structures to significant risk associated with flooding associated with dam failure.

j) The proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

As stated above, there are three reservoirs, Reservoirs #1, #4, and #5, located upstream of the city. Due to the relatively small size of these reservoirs, seismic activity would not result in risks to the city associated with a seiche. The city is located approximately 16 miles inland from the Pacific Ocean and therefore would not be subject to tsunami impacts, which are hazards for shoreline areas. Further, the project site is relatively flat with no steep slopes adjacent to the project area, where the project site is not located downslope from an area of potential mudflow. No impacts related to seiche, tsunami, or mudflow would occur with project implementation.

5.1.7 Land Use and Planning

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining land use and land use planning significance thresholds in Section 4.9, *Land Use and Land Use Planning*, of this Draft EIR.

a) The proposed project would not physically divide an established community.

- The project site is currently designated by the *Burbank 2035 General Plan* as Golden State Commercial/Industrial and Airport land uses. The proposed project would include a General Plan Amendment to change the *Burbank 2035 General Plan* land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the project site designated as Airport. In addition, the proposed project would also include the construction and extension North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way, which would traverse the project site. Although the roadways extensions would divide the project site, as described above there are no established communities currently on the project site; thus, implementation of the project would not physically divide an established community and no impact would occur.

c) The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

The project site is not located within an adopted HCP, NCCP, or other approved habitat conservation plan. Thus, no impacts would occur in this regard to this issue.

5.1.8 Mineral Resources

As discussed in the Initial Study, the proposed project would have no impact with regard to mineral resources, as described below, and therefore impacts to mineral resources are not discussed further in this EIR.

a) The proposed project would not 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.

According to the City's General Plan, the project site is located atop an area classified by the State Mining and Geology Board as MRZ-2, which is a mineral classification that indicates that mineral resources may be present. However, the city is an urbanized environment where existing land use designations preclude mineral extraction activities as those types of activities would significantly impact parts of the city. Thus, the city is not considered to be a potential future source for mineral resources. Thus, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State. No impact would occur.

b) The proposed project would not 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.

As stated above, while the project site is located within a MRZ-2 mineral classification area, the City's General Plan does not consider the city to be a potential source for mineral resources. Historically, the project site has been used for agriculture land uses, and most recently for industrial and research purposes, and as such has not and does not contain any mineral resource recovery sites or mining operations. Thus, implementation of the proposed project would not result in the loss of a locally important mineral resource recovery site. No impact would occur.

5.1.9 Noise

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining noise significance thresholds in Section 4.10, *Noise*, of this Draft EIR.

f) For a project located in the vicinity of a private airstrip, the proposed project would not expose people residing or working in the project area to excessive noise levels.

There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to excessive noise levels related to a private airstrip. No impact would occur.

5.1.10 Population and Housing

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining population and housing significance thresholds in Section 4.11, *Population and Housing*, of this Draft EIR.

b) The proposed project would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.

The project site is located adjacent to the Hollywood-Burbank Airport and has a General Plan land use designation of Golden State Commercial/Industrial. The surrounding parcels are also designated as Golden State Commercial/Industrial land uses, where no residential uses are currently developed. Implementation of the proposed project would develop a mixed-use campus, with creative industrial, creative office, retail, and hotel uses, which would be consistent with adjacent commercial and industrial uses. Construction of the project would not require the displacement or demolition of existing housing and thus would not cause additional housing to be built elsewhere within the city. No impact would occur.

c) The proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

As stated above, the project site does not contain existing housing units and is designated for commercial and industrial uses. Implementation of the project would not result in the displacement of a substantial number of people and thus would not cause replacement housing to be built elsewhere within the city. No impact would occur.

5.1.11 Public Services

As discussed in the Initial Study, the proposed project would have a less than significant or no impact with regard to the impact areas described below; therefore, these issues are not further evaluated in this EIR. The EIR evaluates the remaining public services significance thresholds in Section 4.12, *Public Services*, of this Draft EIR.

a.iii) The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

The proposed project does not include a residential component and, as such, would not directly increase the city's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project could provide highly skilled employment opportunities that may result in some employees relocating to the city, which may cause an increase in population. However, the City's General Plan anticipates additional population growth. Additionally, the hotel component of the project would support temporary guests but would not result in a permanent increase in the city's population. For these reasons, the proposed project would not generate new students and would not increase demand on city schools. No impact would occur.

a.iv) The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks.

According to the City's General Plan, the established parkland standard for the city is 3 acres per 1,000 residents or the payment of in-lieu fees for new development with residential components pursuant to the Quimby Act requirements. As stated above, the proposed project does not include a residential component and, as such, would not directly increase the city's population. While development of the project would increase employment opportunities within the city, it is not anticipated that the proposed project would provide a significant number of highly skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase the need for additional parkland and recreational facilities within the city. No impact would occur.

a.v) The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities.

There are three libraries within the city, which include the Burbank Public Library (110 North Glenoaks Boulevard), Burbank Public Library – Buena Vista (300 North Buena Vista Street), and Burbank Public Library – Northwest (3323 West Victory Boulevard). As stated above, the proposed project does not include a residential component and, as such, would not directly increase the city's population. While development of the project would increase employment opportunities within the city, it is not anticipated that the proposed project would provide a significant number of highly skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase demand on the existing library facilities within the city. No impact would occur.

5.1.12 Recreation

As discussed in the Initial Study, the proposed project would have no impacts to recreational resources, as described below, and therefore, are not further evaluated in this EIR.

a) The project would not 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.

As discussed in Population and Housing above, the proposed project does not include a residential component and thus would not directly increase the city's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would not generate a substantial increase in usage of the city's recreational facilities, as hotel guests would likely not use the city's parks and recreational facilities. Therefore, the proposed project would not increase the usage of the city's existing parks and recreational facilities and would not cause substantial physical deterioration. No impact would occur.

b) The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The proposed project is a mixed-use campus consisting of six creative industrial buildings, two retail buildings, nine creative office buildings, and a hotel. The conceptual landscape plan includes various common areas throughout the area, which include a central common area,

shaded conversation areas, private patios, and communal tables with landscape, a double-sided fireplace, chessboard, and an open lawn. The common open space areas would serve the users of the development, and would not be considered public recreational areas. Therefore, the project does not include a recreational component or require the construction of new recreational facilities. No impact would occur.

5.1.14 Utilities and Service Systems

As discussed in the Initial Study, the proposed project would not impact solid waste regulations, and therefore this issue is not further evaluated in this EIR. The EIR evaluates the remaining transportation and traffic significance thresholds in Section 4.15, *Utilities and Service Systems*, of this Draft EIR.

f) The proposed project would comply with Federal, State, and local statutes and regulations related to solid waste.

The proposed project would be required to comply with all applicable Federal, State, and local regulations pertaining to solid waste disposal. This includes compliance with Assembly Bill (AB) 939, the California Solid Waste Management Act, which requires each City in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, the project would be required to comply with all applicable Federal, State, and local regulations related to solid waste and impacts would be less than significant.

5.2 Significant Unavoidable Impacts

An EIR must identify any significant environmental effects that would result from the proposed project (Public Resources Code, Section 21100(b)(2)(B)). As evaluated in Chapter 3, *Environmental Impact Analysis*, of this Draft EIR and summarized below, implementation of the proposed project would result in a significant and unavoidable impact related to traffic and air quality.

The proposed project would result in the following project and cumulative significant impacts, which cannot be reduced to less than significant, even with implementation of feasible mitigation measures.

5.2.1 Air Quality

Project emissions would conflict with the South Coast Air Quality Management District's (SCAQMD's) air quality management plan (AQMP) in that it results in a violation of regional operational NOx emissions thresholds in the South Coast Air Basin (SCAB) and could contribute to existing and projected air quality violations with respect to ozone and nitrogen dioxide. Compliance with applicable regulations, and incorporation of mitigation measures would reduce emissions, but given that this is a relatively large project and oxides of nitrogen (NOx) emissions are primarily from vehicle trips traveling to and from the project site, impacts would remain

significant and unavoidable even with mitigation. The project's incremental contribution to cumulative air quality impacts is determined based on compliance with the AQMP. The proposed project would conflict with the SCAQMD's AQMP reduction strategies in that the project-level emissions would exceed the regional regulatory thresholds for NOx. Thus, given the project's inconsistency with the SCAQMD's AQMP, the project, in combination with related projects, could contribute considerably to air quality within the SCAB and cumulative impacts to air quality within the SCAB could be significant and unavoidable.

5.2.2 Transportation and Traffic

Implementation of the project would increase traffic volumes at the intersections identified in Section 4.13 *Transportation and Traffic* of this Draft EIR, which would result in significant impacts. Please refer to Section 4.13 for a listing of significantly impacted intersections. While the identified mitigation measures/improvements could reduce the impacts to less than significant in many cases, some of the mitigation measures would conflict with the standards described in *Burbank2035's LOS Exceptions: Policy Based Screening Analysis*. Further, Caltrans has jurisdiction over the public right-of-ways required for the mitigation measure. The City cannot control the completion and timing of the measures and the Draft EIR assumes that the impacts would remain significant unless and until the improvements are completed. In addition, although some mitigation measures would reduce the impact at intersections to a level that is below significant, they are considered infeasible because there is not sufficient space and the mitigation measure would require expanding the public right-of-way. Therefore, impacts would remain significant and unavoidable.

5.3 Growth Inducement

Section 15126(d) of the *State CEQA Guidelines* requires that an EIR include a discussion of whether the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Projects that remove obstacles to population growth (for example, a major expansion of a wastewater treatment plant may allow for more construction in its service area, or a new freeway may allow growth at freeway exits) and/or cause an influx of workers from outside the region are also considered growth inducing. The *State CEQA Guidelines* Section 15126.2 (d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the *State CEQA Guidelines* also states that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (Section 15126 (d)).

The proposed project would develop the following: an office component that would consist of nine two-story buildings, representing approximately 142,250 square feet. These buildings would accommodate various types of professional businesses. The two retail buildings would be approximately 6,300 square feet and 9,175 square feet, respectively, totaling 15,475 square feet; the buildings would be divisible down to 1,500-square-foot spaces and would accommodate retail, food, and business service tenants. The project site would be entitled to accommodate up to a 166-room select service hotel, totaling approximately 101,230 gross square feet. The proposed

project would include an industrial component comprising six industrial buildings totaling 1,014,887 square feet. The individual building sizes would range from 93,582 to 282,466 square feet and would be divisible down to 27,220 square feet.

The commercial development provided by the proposed project would be expected to result in direct employment growth. However, as discussed in Chapter 4.11, *Population and Employment*, this growth is within the regional growth projections. Employment rates are anticipated by both SCAG and the City's General Plan to continue to increase in the city through 2035. While the proposed project would involve an increase in employment, given the project's location within a well-established urban community with a large population base and existing housing stock, a large existing labor pool in the local area and the region as a whole,[498] and established infrastructure, it would not induce substantial unanticipated population growth/employment growth.

The timing, magnitude, and location of land development and population growth are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Because City and County General Plans define the location, type, and intensity of growth, they are the primary means of regulating development and growth in California.

The *Burbank 2035 General Plan* anticipates growth at the project site of essentially the same nature and density as under the proposed project. As discussed in Section 4.11, *Population and Employment*, the growth anticipated under the project is also consistent with regional projections for growth contained in the SCAG RTP/SCS. Hence, the development of the proposed Project has been anticipated by the City in its long-range planning as well as in the regionally forecast growth of the region. Thus, while the proposed project would not result in unplanned growth, it would accommodate an increase in employment growth as compared to existing conditions.

The growth-inducing impacts analysis addresses the potential of the project for growth inducement in the project vicinity or broader area. Under CEQA, a project is generally considered to be growth-inducing if it results in any one of the following:

17. Extension of urban services or infrastructure into a previously unserved area.
18. Extension of a transportation corridor into an area that may be subsequently developed.
19. Removal of obstacles to population growth (such as provision of major new public services to an area where those services are not currently available).

While the existing infrastructure would be improved and upgraded as part of the proposed project, such as new wastewater lines to support the new industrial, office, and hotel uses. As discussed in Section 4.15, *Utilities*, substantial off-site infrastructure improvements would not be

[498] As of June 2016, the unemployment rate in Los Angeles County was 5.2 percent with a labor force of 5,041,800 (262,174 workers) in Los Angeles County (California Employment Development Department 2016). [Reviewer: will update if information is available before DEIR is released]

required to serve/accommodate the proposed project. These improvements would not result in indirect growth inducement as they would be required to ensure adequate utility service for the proposed demand and would be constructed in an area already developed with urban uses.

As discussed in Section 4.13, *Transportation and Traffic*, the proposed project would make some improvements in the project vicinity to mitigate impacts associate with project implementation. However, the proposed project would not develop or require the extension of a transportation corridor into an area that may be subsequently developed.

Lastly, the proposed project would not remove obstacles to population growth (such as provision of major new public services to an area where those services are not currently available). Moreover, although the applicant is contributing towards the development of an electrical substation, that substation was programmed before the project and proposed project implementation would not provide major new public services to an area where those services are not currently available. **[**The physical effects of implementing the proposed project are described in Chapter 4 of this EIR.

5.4 Significant Irreversible Environmental Changes

Section 21100(b)(2)(B) of CEQA and Section 15126.2(c) of the *State CEQA Guidelines* require that an EIR analyze the extent to which proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations would not be able to reverse. "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with projects. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (*State CEQA Guidelines* Section15126.2(c)).

Approval of the proposed project would cause irreversible environmental changes consisting of the following:

- Commitment of land that will be physically altered to create the boutique hotel and an adjacent parking garage. The relatively small commitment of land (previously developed) to these uses is considered less than significant when compared to other development in a local and regional context and the surrounding urban built environment.
- Alteration of the human environment as a consequence of the development process. The project, which represents a commitment of land to industrial, commercial, and hotel uses, changes the vacant use currently on the project site. The use of the project site for commercial purposes requires an amendment to the Zoning Map. Burbank Municipal Code Section 10-1-19121 specifies that approval of a Planned Development shall cause the Zone Map to be changed to reflect the Planned Development designation; therefore, the current M-2 and AP zone designations would be changed to Planned Development after approval by the City Council. In addition, the allowable permitted uses and the various development standards shall be as specified in the Planned Development and associated Development Agreement.

The project only designates the area for Planned Development and it does not alter the human environment in such a way that it would have a significant irreversible effect.

- Increased requirements of public services and utilities for the project, which represents a permanent commitment of these resources. Service providers have indicated adequate supply of water and wastewater resources to supply the project and solid waste services (see Section 4.15, *Utilities and Service Systems*).
- Use of various nonrenewable natural resources for project construction and operations, such as diesel, gasoline, or oil for construction equipment and natural gas or other fossil fuels used to provide power and heating sources to the proposed residential buildings. The energy consumed in developing and maintaining the project site may be considered a permanent investment. The proposed project would not use nonrenewable fossil fuels at a greater rate than other typical construction projects. If this project were not to occur, similar resources would likely be used to develop the project site per the project site's existing *Burbank 2035 General Plan* land use designations. The proposed project would not substantially increase the overall rate of use of any nonrenewable natural resource or result in the substantial depletion of any nonrenewable resource.
- Use of various renewable natural resources, such as water, lumber, and soil, for construction and operations. The proposed project is a relatively minor consumer of these supplies when compared to other local and regional users. The proposed project would not increase the overall rate of use of any renewable natural resource or result in the substantial depletion of any renewable resource.

CHAPTER 6
Alternatives

6.1 Introduction

This section addresses alternatives to the proposed project, describes the rationale for their evaluation in the Draft Environmental Impact Report (EIR), evaluates the potential environmental impacts associated with each alternative, and compares the relative impacts of each alternative to those of the proposed project. In addition, this section analyzes the extent to which each alternative meets the project's objectives identified in Chapter 3, *Project Description*.

The California Environmental Quality Act (CEQA) requires that an EIR consider a reasonable range of feasible alternatives (*State CEQA Guidelines*, Section 15126.6(a)). According to the *State CEQA Guidelines*, alternatives should be those that would attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project (*State CEQA Guidelines*, Section 15126.6). The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*State CEQA Guidelines*, Section 15126.6(f)).

CEQA also requires the feasibility of alternatives be considered. *State CEQA Guidelines*, Section 15126.6(f)(1), states that among the factors that may be taken into account in determining feasibility are: site suitability; economic viability; availability of infrastructure; General Plan consistency; other plans and regulatory limitations; jurisdictional boundaries; and (when evaluating alternative project locations) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site. Furthermore, an EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, or that would not achieve the basic project objectives.

The alternatives addressed in this EIR were identified in consideration of the following factors:

- The extent to which the alternative could avoid or substantially lessen the identified significant environmental effects of the proposed project
- The extent to which the alternative could accomplish basic objectives of the proposed project
- The feasibility of the alternative
- The requirement of the *State CEQA Guidelines* to consider a "no project" alternative

Pursuant to CEQA, the no project alternative evaluation assumes that the proposed project is not approved and that the existing conditions, at the time the Notice of Preparation was published, remain, or, what could reasonably be expected to occur in the foreseeable future if the proposed

project were not approved (*State CEQA Guidelines*, Section 15126.6(e)). For development projects, the no project alternative evaluates the circumstances under which the project does not proceed. Environmental effects are determined by a comparison between existing property conditions and those that would occur if the project is approved (*State CEQA Guidelines*, Section 15126.6(e)(3)(b)). Therefore, the No Project/No Build Alternative will be analyzed with the project site remaining in its current undeveloped condition.

6.2 Project Objectives

The following project objectives have been established; they serve as a basis for comparing the alternatives, and for the evaluation of associated environmental impacts:

- Redevelop underutilized land into a mixed use campus that creates the following:
  - Economic development within the City;
  - New employment opportunities, both short and long term, within the City;
  - A creative office campus with an interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
  - High quality creative industrial buildings to service various industries including manufacturing, assembly, technology, entertainment, and distribution; and
  - A 166-room hotel development site
- Provide retail amenities to serve the project and surrounding businesses.
- Construct onsite bicycle and pedestrian facilities to encourage walking and cycling through and around the project site.
- Place the property in the Los Angeles County tax rolls and generate long-term sustainable property tax revenue for the City of Burbank.
- Provide connectivity from the Metrolink station to the Airport and the mixed-use campus.
- Supporting the ongoing operation of the Metrolink station.
- Provide 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
- Improve and extend surrounding streets segments (Hollywood Way/Tulare and Tulare and Kenwood, Cohasset, and North San Fernando). The extensions of Tulare and Kenwood will be public streets.
- Implement Green Streets for the new streets and sidewalks.
- Improve and widen sidewalks around the project site as well as improve bicycle infrastructure along Hollywood Way in order to promote alternative modes of transportation.
- Provide additional tax revenue for the City from Transient Occupancy Tax.
- Expand the tree canopy and reducing the heat island effect by planting new trees on the project and in the public right-of-way.

6.3 Alternatives Considered but Eliminated

Alternatives may be eliminated from detailed consideration in an EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid or substantially reduce any significant environmental effects (*State CEQA Guidelines*, Section 115126.6(c)). Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, also do not need to be considered (*State CEQA Guidelines*, Section 15126.6(f)(3)).

6.3.1 Alternative Project Location

In accordance with CEQA, an alternative location for a project should be considered if development of another site is feasible and if such development would avoid or substantially lessen the significant impacts of the project (*State CEQA Guidelines*, Section 15126.6(f)(2)). Additionally, if no feasible alternative locations exist, the reasons for this conclusion must be disclosed in the EIR (*State CEQA Guidelines*, Section 15126.6(f)(2)(b)). When identifying alternative location sites, the following factors may be considered: site size, location, General Plan land use designation, availability of infrastructure and ability to meet project objectives. However, the key question in addressing an off-site alternative is whether any of the significant effects of the project would be avoided or substantially lessened by putting it in another location (*State CEQA Guidelines*, Section 15126.6(f)(2)(a)).

Other sites within the city were evaluated, but none were found adequate, because there is not another undeveloped location within the city large enough to accommodate the project. Additionally, the project is an infill site, owned by the project applicant, which would deliver a mixed-use campus with creative office space, industrial buildings, retail, and a hotel. It will provide connectivity between the Metro station, the Airport, and the project, and provide 60 parking spaces for the Burbank Airport-North Metrolink Station, may include a future connection to the Airport frontage road as well as improving, extending and adding bike facilities and green streets to local streets.

If another parcel were to become available within the city, development of this alternative site would likely result in the same or similar impacts as those identified for the proposed project in the EIR. Those impacts include air quality, greenhouse gases, noise, traffic, and energy. Selection of another site has the potential to increase impacts, over those of the proposed project, with regard to aesthetics, cultural resources, geology and soils, hazards, and hydrology, which tend to be site-specific. Additionally, the project is an infill development on a previously contaminated site, surrounded on all sides by development, which helps to revitalize the area and avoid urban sprawl. The proposed project site avoids environmentally sensitive areas and connects the Airport to the Burbank Airport-North Metrolink Station. Another alternative site, if one could be found, would not likely substantially reduce significant environmental effects for resource areas when compared to the proposed project site. Moreover, the project applicant has stated that it cannot reasonable acquire, control, or gain access to another site with the same or similar attributes as the proposed project site.

The project applicant acquired the proposed project site for its infill location, to develop a former Superfund site, and access to the Airport and Burbank Airport-North Metrolink Station, which are

all positive changes for the area. Additionally, the project site will enhance the area by widening and extending streets and providing additional parking for the Burbank Airport-North Metrolink Station. There are no other available sites in the city that meet proposed project requirements. Redevelopment of the proposed project site would eliminate the vacant Superfund site next to the Airport, that is an eyesore, and turn it into a vibrant part of the community. Rehabilitation of the proposed project site would not occur if an alternative site location was selected. For these reasons, the alternative site location is not considered a feasible option.

6.4 Alternatives Selected for Analysis

The Lead Agency has identified three alternatives to the project, including the no project alternative, that would avoid significant effects of the project, while feasibly attaining most of the basic objectives of the project. This represents a reasonable range of alternatives that would be feasible from a development perspective. The alternatives include:

- **Alternative 1: No Project/No Build.** Under this alternative no development would occur at the project site. The project site would remain in its current condition and would remain vacant. Impacts associated with the No Project/No Build Alternative would be less than those associated with the proposed project as the project site would remain vacant.
- **Alternative 2: Increased Office and Hotel Uses Alternative.** The project site would most likely not remain vacant for long, even if the proposed project is not approved. *State CEQA Guidelines* state that another way of analyzing no project impacts is by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (*State CEQA Guidelines,* Section 15126.6(e)(3)(c)).

- This Alternative analyzes impacts from the project by considering potential land use scenarios discussed in the LinkBurbank Land Use Planning Study In light of this review this Alternative considers a modified project alternative. This Alternative would develop the project site with the creative industrial uses, office uses, two hotels and the proposed retail component. The total development square footage of this Alternative would be similar to the proposed project approximately 1,215,475 square feet. However, this Alternative would include 500,000 square feet of industrial buildings, 500,000 square feet of office buildings, and two, 200-key hotels (approximately 120,000 square feet each) on opposite ends of the property. Each hotel would include 20,000 square feet of event space. This Alternative would maintain the small retail component (15,475 square feet).

  Implementation of this Alternative would result in an increase of 2,471 daily trips attributable to the increase in creative office, a reduction of 2,313 daily trips attributable to industrial uses, and an increase of 2,652 daily trip attributable to the hotel and conference space.

- **Alternative 3: Reduced Intensity Alternative.** Under the Reduced Intensity Alternative, the project would be developed with the creative industrial, office and retail components. The hotel component would not be built. The total square footage of the project would be reduced by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips, which is approximately a 56 percent reduction in trips from the proposed project.

The Reduced Intensity Alternative was chosen because it would reduce overall environmental impacts. With this Reduced Intensity Alternative, aesthetics, air quality, energy, GHG, noise, traffic, aesthetics, cultural, energy, noise, population and employment, public service, traffic and utilities would have slightly lower impacts, but the same significant and unavoidable impact, as the proposed project. All other disciplines would have the same impact as the proposed project under the Reduced Intensity Alterative as detailed below.

6.5 Alternative 1: No Project/No Build Alternative

The No project/No Build Alternative assumes that the proposed project is not developed. The project site would remain vacant. Environmental impacts resulting from the No Project/No Build Alternative would be less than those of the proposed project as the project site would remain vacant and undeveloped. The No Project/No Build Alternative is consistent with Section 15126.6(e) of the *State CEQA Guidelines*, and evaluates the existing conditions of the project site at the time the NOP was published.

6.5.1 Environmental Analysis

In comparing the No Project/No Build Alternative to the proposed project, CEQA provides that the Lead Agency should proceed to analyze the impacts of the proposed project with the impacts of not approving the proposed project (*State CEQA Guidelines* 15126.6(e)(1)). The No Project/No Build Alternative would maintain the current undeveloped/vacant character of the project site. As such, the No Project/No Build Alterative analyzes impacts as compared to the proposed project not being built and the project site is left in its current state, vacant. No environmental impacts are noted under the various disciplines, as described below, for the No Project/No Build Alternative, because the project site would be left vacant, and no construction or operations would occur.

Aesthetics

Proposed Project

Construction related visual impacts would be typical of other construction activities throughout the city and would not be constant over the entire construction period because construction activities would be phased, and would cease once construction is completed. Therefore, because of the temporary nature of construction-related activities, potential impacts to visual character would be less than significant.

Development of the project site would generally improve the aesthetic quality of the project site's existing conditions by eliminating deteriorating parking lots and eliminating open expanses of pavement. Development of the proposed project, and the visual changes that would result, are planned in the *Burbank2035 General Plan* (City's General Plan). Although the proposed project would alter the visual character of the project site, the proposed development would not be out of character for the city, where industrial, commercial, and office development in the area, are a common visual theme. Although implementation of the proposed project would alter the visual character of the project site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur and impacts would be less than significant.

Because the proposed project's site lighting would not substantially alter the character of areas surrounding the project site and would also not interfere with off-site activities, impacts related to project lighting would be less than significant. Glare just before sunset would be directed westward and downward, so would be intercepted by the new Airport terminal structure. Although glare may be visible to pilots approaching from the west, it would be off-axis and insufficiently bright to distract attention or impair vision. Glare from the east- and west-side windows and metallic surfaces of the other office and industrial buildings would be similarly localized within the project site. Impacts from light and glare would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts to aesthetics would occur, because no development would ensue that would result in construction and operation of buildings. The No Project/No Build Alternative would not impact existing visual character or quality of the project site, nor would it introduce new sources of light and glare. For this reason, impacts to aesthetic would be less under this alternative when compared to the proposed project.

Air Quality

Proposed Project

Construction of the proposed project would utilize off-road diesel equipment greater than 50 hp that meet USEPA Tier 4 off-road emission standards, as per PDF-AIR-1, to reduce emissions. As a result, construction of the proposed project would not result in emission which exceed the SCAQMD significance thresholds. Since the project incorporates control strategies in the AQMP to control short-term emissions, the project would not conflict with or obstruct implementation of the AQMP. Therefore, construction of the project would not conflict with or obstruct implementation of the AQMP nor result in emissions that exceed SCAQMD thresholds; impacts would be less than significant. Construction of the project would not result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor and impacts would be less than significant.

Operation of the project is consistent with the City's General Plan air quality goals and policies. The estimated increase in employment projected from the project are within SCAG's employment growth assumptions for Burbank. The proposed project is consistent with the City's General Plan and SCAG projections, therefore, impacts would be less than significant.

Operational criteria pollutant emissions were calculated for area, energy, mobile and stationary sources. The operational-related daily emissions for the criteria and precursor pollutants (VOC, CO, SOX, PM10, and PM2.5) would be below the SCAQMD thresholds of significance, however, the project would exceed the regional emissions threshold for NOx. Since operation of the project would potentially exceed the regional significance thresholds for NOx, the project could contribute to temporary impacts related to regional ozone, which could conflict with or obstruct implementation of the AQMP and impacts would be significant. Mitigation Measures AIR-1, AIR-2, and AIR-3 would mitigate impacts from mobile sources, which made the project exceed the NOx threshold. However, even with implementation of these mitigation measures, the project's NOx emissions would still exceed the SCAQMD regional significance thresholds and

potentially conflict with or obstruct implementation of the AQMP; impacts are significant and unavoidable. As discussed above, operation of the project would exceed the NOx significance threshold and could therefore result in a cumulatively considerable contribution to a Federal or State non-attainment ozone precursor and impacts are significant. Implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, would reduce operational NOx impacts, but even with incorporation of all feasible mitigation measures, the project operation would still result in a cumulatively considerable net increase of NOx and impacts would remain significant and unavoidable.

Construction and operation of the proposed project would not exceed the localized significance threshold at off-site sensitive receptors. Additionally, the project would not exceed the CAAQS CO standards and would not result in CO hotspots. The project would not generate emissions of TACs that would result in a significant health impact to off-site sensitive receptors. The project is not expected to create objectionable odors from construction or operation. Therefore, construction and operation of the proposed project would not result in considerable LST, CO, TACs, or odors and impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts to air quality would occur, because no development would ensue that would result in construction and operation of buildings. The No Project/No Build Alternative would not result in air quality, health risk, CO, and odor impacts. For this reason, impacts to air quality would be less under this alternative when compared to the proposed project.

Cultural Resources

Proposed Project

Two historic architectural resources have been previously recorded adjacent and within the project area, respectively. Hangar 1 and Hangar 2, adjacent to the project site, were previously recommended eligible for National Register, California Register, and local listing and are considered historical resources under CEQA. These hangars would not be directly impacted by project-related construction, nor, given their distance from the proposed project, indirectly impacted by visual or vibrational impacts from the proposed project. The other resource is North San Fernando Boulevard which was previously recommended eligible for National Register and California Register and is considered a historical resource under CEQA. Proposed project activities would impact the resource during road widening, but would not alter the general alignment of the road. These impacts would not result in changes to the character of the road or diminish its significance. The project would also include construction of above-ground structures (new commercial buildings) that have the potential to introduce a new visual element into the setting of the resource. However, since the setting of North San Fernando Boulevard is urbanized and industrial, the proposed project would not affect the resource's integrity and would not result in a substantial adverse change in its significance. Consequently, the impacts anticipated to North San Fernando Boulevard are considered less than significant.

No archaeological resources were identified in the project area, and the project would not result in an impact to known archaeological resources. However, there is potential for the project to encounter unknown subsurface archaeological resources during ground disturbance. Implementation of Mitigation Measures 4.3-2a and 4.3-2b, would reduce potentially significant impacts to previously unknown archaeological resources that could qualify as historical resources or unique archaeological resources under CEQA to a less than significant level.

No vertebrate fossil localities lie directly within the project area; however, several vertebrate fossil localities been recorded between 3 to 6 miles away at depths between 14 and 170 feet below ground surface. The excavations at the project area are expected to reach down a maximum of 15 to 18 feet below surface. Given that fossils in the vicinity of the project area have been recovered from 14 feet below surface, it is recommended that paleontological monitoring be conducted for ground disturbing activities that exceed 10 feet in depth. Implementation of Mitigation Measures 4.3-3a and 4.3-3d, would reduce potentially significant impacts to fossil resources to a less than significant level.

There is a possibility that ground-disturbing activities could encounter previously undocumented human remains. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant, and as such, mitigation would be required. With implementation of Mitigation Measure 4.3-4a, impacts to human remains would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts to historical, archaeological, or paleontological resources would occur, because no development would ensue that would result in construction and operation of buildings. The No Project/No Build Alternative would not result in cultural resources impacts. For this reason, impacts to cultural resources would be less under this alternative when compared to the proposed project.

Energy

Proposed Project

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and Mitigation Measures GHG-1 through 7, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

The proposed project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and

governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. The daily operation of the proposed project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site and municipal solid waste requiring collection and transport off-site. Construction and operation of the project would be consistent with State and Federal energy standards and would be designed to include numerous energy and waste saving features as well as waste reduction features that would achieve greater energy savings than required. The project would also be sited in a transportation-efficient location and achieve reductions in VMT from private automobiles traveling to and from the project site consistent with the 2016 RTP/SCS. As a result, the proposed project would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards and impacts would be less than significant.

Project construction would utilize energy for necessary activities and to transport construction materials and demolition debris to and from the project site. BWP and SoCal Gas have sufficient supplies and infrastructure to meet construction energy demands. Construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, construction of the proposed project would not have a significant impact on existing energy supplies or on existing energy infrastructure and impacts would be less than significant.

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDF-GHG-1 through 7, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 4.

The project is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel and impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts to energy plans, regulations, and energy usage would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in cultural resources impacts. For this reason, impacts to cultural resources would be less under this alternative when compared to the proposed project.

Geology and Soils

Proposed Project

Based on horizontal peak ground acceleration calculated for the proposed project, ground shaking would be a potentially significant impact, if buildings are not designed appropriately. The 2016

CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. The project site is not located in a potential liquefaction zone and is not likely to experience liquefaction and related phenomena such as liquefaction induced settlement. Soils on the project site indicate a potential for dynamic compaction. However, required compliance with appropriate structural design or other techniques would reduce potential construction and operational impacts related to seismically induced compaction. Construction and operational impacts related to seismically induced ground shaking, liquefaction, and dynamic compaction would be less than significant.

The project site is primarily artificial fill, and as a result, there are few areas of topsoil. The project site would be developed with buildings, paved areas, and limited open spaces and would have minimal to no areas of topsoil. Therefore, the project would not result in impacts related to the loss of topsoil. During construction activities for the project, specifically excavation and grading, the amount of impervious surfaces could be temporarily reduced, thus creating new exposed surfaces that would be subject to windborne soil erosion. Operational soil erosion could result from drainage issues and/or maintenance practices. Erosion impacts from construction and operation would be less than significant by complying with the applicable regulatory standards.

The project would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils. Soils may be potentially compressible/collapsible, have the potential for differential settlement, the potential for soil shrinkage and/or subsidence, and the potential to be corrosive. Project soil impacts resulting from compressible/collapsible soils, differential settlement, soil shrinkage and/or subsidence, and corrosive soils would be less than significant with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

Soils at the project site have a very low expansion index, thus impacts resulting from expansive soil would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts to geology and soils would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in any geology and soils impacts. For this reason, impacts to geology and soils would be less under this alternative when compared to the proposed project.

Greenhouse Gas Emissions

Proposed Project

Project operational GHG emissions, which include amortized GHG construction emissions, were calculated for the proposed project for information purposes, to quantify the project's potential GHG emissions and correlate to the Climate Change Scoping Plan, and supplement the primary threshold of significance, consistency with plans and policies adopted for the purpose of reducing

GHG emissions. GHG emissions are regional in nature as they would occur over a relatively large area from multiple individual developments associated within the project's approximately 61-acre site. The majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. The project would not only meet the CALGreen Code mandatory requirements, but it would also implement voluntary measures, such as meeting CALGreen Tier 1 criteria. Additionally, the project would implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would further reduce mobile source emissions.

The project's GHG emissions from mobile sources would represent 0.02 percent of the Air Basin's annual mobile source GHG emissions. Additionally, the project's total GHG emissions would represent 0.04 percent of annual mobile source GHG emissions. The City's GGRP had a community-wide baseline emissions inventory of 1,682,494 $MTCO_2e/yr$ for 2010. The project's GHG emissions would result in a 1.4 percent increase over the City's 2010 baseline emissions inventory, a 1.2 percent increase over the projected 2020 community-wide emissions, and a 1.1 percent increase over the projected 2035 community-wide emissions. The project's GHG emissions would represent a 13.1 percent increase in the city's emissions from 2010 to 2020, but only a 1.1 percent increase of the city's emissions in 2035.

The proposed project would be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs. Because the project's location, land use characteristics, and design characteristics is consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the project would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. Therefore, impacts would be less than significant. However, per the City's GGRP, the following mitigation, Mitigation Measures GHG-1, GHG-2 and GHG-3, are proposed to further reduce GHG emissions and consistent with the GGRP. Impacts after mitigation are still less than significant.

Alternative 1

Under the No Project/No Build Alternative, no GHG emissions impacts would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in GHG impacts. For this reason, impacts resulting from GHG's would be less under this alternative when compared to the proposed project.

Hazards and Hazardous Materials

Proposed Project

The proposed project site is located within the Burbank Operable Unit of the San Fernando Valley Superfund Site which is contaminated with VOCs such as PCE and TCE. Construction workers may potentially encounter contaminated soil and/or groundwater. However, based on the numerous site investigations at the property, the likelihood of encountering contaminated soils higher than VOC screening levels is low. Additionally, based on the investigations, any soil vapors that may be encountered by workers during construction would be below the action levels

and would not pose a threat to workers. Groundwater is found at depths of greater than 220 feet below ground surface. Therefore, there is no potential to encounter contaminated groundwater during construction activities. However, a project site-specific Health and Safety Plan will be implemented in order to minimize the risk of injury to project site workers. Additionally, the project applicant has prepared a soil management plan, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that project construction would not result in an unauthorized release of potential hazardous contaminants in soil through the use or transport of these materials that would create a hazard to the public or the environment. In the absence of any other known hazardous materials within the existing soil as well as with other existing regulatory requirements, no significant impacts related to hazards and hazardous materials would occur.

The project site has nine groundwater monitoring wells which would need to be abandoned or protected prior to grading activities or relocated as a result of project construction. Because these wells are part of a regional Superfund Site, modifications due to redevelopment activities need to be authorized by the EPA. Compliance with regulatory requirements would ensure that impacts would be less than significant.

During construction, the proposed project has the potential to unearth Transite piping, which may lie under the project site and may contain asbestos, during demolition activities, which could result in a potentially significant impact. With implementation of Mitigation Measure 4.7-1, requiring compliance with regulatory requirement concerning asbestos, would ensure the impacts associated with any Traniste piping uncovered that contains asbestos would be less than significant.

All known underground storage tanks, sumps and clarifiers have been removed from the project site or abandoned in place. However, during excavation activities, the workers have the potential to encounter USTs which were not previously removed. If USTs are encountered, they will be removed. Since they have already been properly abandoned there will be no impacts associated with removal. Therefore, the project would result in a less-than-significant impact with regard to USTs.

Construction of the project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with regulatory standards and regulations. Additionally, the proposed project would not 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 through compliance with applicable regulatory requirements. Therefore, impacts associated with upset and accident conditions involving the release of hazardous materials would be less than significant.

Project operation would include typical industrial, commercial retail, hotel and office uses and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides, solvents, and lubricants. Compliance with storage and use requirements would serve to minimize health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials to a less than significant level.

Although the project site is included on the Cortese List pursuant to Government Code Section 65962.5, it would not create a significant hazard to the public or the environment. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant.

A conceptual exposure model (CEM) was prepared to assess impacts on workers during operational activities. The CEM identifies the potential sources of exposure (soil and groundwater), and the potential pathway to human exposure; ingestion of contaminated groundwater, inhalation of volatiles from sub-surface volatilization of contaminants, and inhalation or direct dermal contact with contaminated soil. As the CEM demonstrated, all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure, therefore, impacts on workers would be less than significant.

Although the project would be located within an airport land use plan and is within two miles of a public airport, it would not result in a safety hazard for people residing or working in the project area. Compliance with FAA regulations would ensure the safety of people residing or working in the project area. Therefore, impacts associated with the project's location in an airport land use plan would be less than significant.

The project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts relating to interference with an adopted emergency response or evacuation plan would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to hazards or hazardous materials would occur, except for the project site being listed on the hazardous materials sites list, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would result in a less than significant impact regarding the project site being listed on the list of hazardous materials sites. The No Project/No Build Alternative would not result in other hazards and hazardous materials impacts. For this reason, impacts resulting from hazards and hazardous materials would be less under this alternative when compared to the proposed project.

Hydrology and Water Quality

Proposed Project

Project construction activities would include the use of heavy equipment and construction-related chemicals and could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters or groundwater. Construction

activities would also expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Construction activities may encounter perched groundwater that would require dewatering. If dewatering is required, all groundwater would be treated prior to discharge. Compliance with the Construction General Permit, SWPPP, NPDES requirements, MS4 Permit, the projects SWPPP, the BMC, and other local regulations that require BMPs and source control measures are considered protective of water quality and would prevent a substantial violation of water quality standards, including TMDL limits applicable to the Burbank Western Channel and regulate waste discharge requirements minimizing the potential for contributing additional sources of polluted runoff. Therefore, compliance with applicable regulatory requirements, could reduce potentially significant impacts to a less than significant level.

Since the project site is located in the Burbank Operable Unit of the San Fernando Valley Superfund Site, construction activities could uncover previously contaminated soils. Adherence to PDF Hydro-2 would be protective of water quality by implementing isolation management measures of any suspected contamination and would reduce potentially significant impacts to a less than significant level.

Stormwater discharge associated with operation of the proposed project may include pollutants of concern, which are expected to be generated by the project. Stormwater runoff can flow directly into storm drains and continue untreated into the Burbank Western which would degrade water quality in surface waters and groundwater and could affect drinking water, human health, and plant and animal habitats. Implementation of PDF Hydro-1 and PDF Hydro-2 for the project would satisfy BMC and MS4 permit requirements and would ensure compliance with water quality standards for stormwater runoff and project waste discharge requirements. Therefore, operational impacts would be less than significant.

As groundwater in the area is monitored as part of the San Fernando Valley Groundwater Basin Superfund Site, the proposed project would not directly access any underlying groundwater resources. Water would be supplied for project operations by the Burbank Water and Power and would not substantially deplete groundwater supplies. The project site is primarily impervious surfaces due to past uses. Project implementation would not increase the amount of impervious surfaces at the project site so the project would not interfere with groundwater recharge. Project construction and operation impacts associated with depleting groundwater supplies or interfering with groundwater recharge are less than significant.

As the project site is developed with primarily impervious surfaces, the project would not substantially alter the existing drainage pattern of the project site or result in substantial erosion or siltation. Standard construction phase BMPs, required as part of the permitting process, would decrease the potential for significant erosion or sedimentation from soil disturbance associated with construction of the project to a less then significant level. Implementation of PDF-Hydro 1 would ensure that operation of the project would not substantially alter drainage patterns across the project site, thereby reducing the potential for erosion or siltation impacts on-site or off-site to a less than significant level.

Although grading would occur throughout the project site, the resultant ground disturbance would be spread over the project site and would not significantly alter the overall topography, as the project site has been previously graded, nor cause there to be flooding on-site or off-site. Project construction would not result in a substantial increase in the rate or amount of surface runoff or cause flooding on-site or off-site and impacts would be less than significant. Currently, surface runoff at the project site is via sheet flow to the storm drains. The project would not substantially alter the existing drainage pattern of the project site, area, or receiving waters, or result in on-site or off-site flooding. The project would have a relatively similar amount of impervious surfaces that currently exist at the project site and hydrologic boundaries would closely match existing conditions. According to hydrologic analysis, the peak stormwater runoff volumes from the project site would actually be less under the proposed project than what was calculated for existing conditions (Thienes 2017a). Thus, the rate of stormwater across the project site would not increase. Implementation of PDF Hydro-1 would ensure that the project is designed to meet drainage control requirements to ensure that peak runoff volumes are reduced. In addition, because there are no rivers or streams in the vicinity, the project would not alter a Therefore, long-term impacts on drainage patterns across the project site that could result in substantial increased rate or volume of stormwater runoff resulting in flooding on-site or off-site would be less than significant

Construction of the proposed project is not expected to generate large amounts of water that would substantially increase the rate or amount of surface runoff, or exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant. Project implementation would not increase the impervious surface area at the project site, Since the project would decrease peak stormwater flow rates the amount of stormwater runoff and associated pollutants would be reduced. Furthermore, the project will require compliance with PDF Hydro-1, which would ensure that stormwater runoff would not supply additional sources of polluted runoff and would not exceed the capacity of existing or planned stormwater drainage systems as it has to be designed to hold 100 percent of the stormwater quality runoff volume. As a result, project implementation is not expected to increase stormwater volumes or rates of discharge or add additional pollutants to stormwater drainage systems and impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to hydrology and water quality would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in hydrology and water quality impacts. For this reason, impacts resulting from hydrology and water quality would be less under this alternative when compared to the proposed project.

Land Use and Planning

Proposed Project

The proposed project would be consistent with applicable portions of the City's General Plan that serve to avoid or mitigate an environmental effect. Therefore, implementation of the proposed project would not result in impacts related to conflict with relevant General Plan goals and

policies. Additionally, the proposed project would ensure consistency with the existing and proposed zoning designations, resulting in a less than significant impact. Moreover, an aircraft hazard and land use risk assessment was prepared for the proposed project which showed the project was consistent with the County's Comprehensive Land Use Plan (CLUP) resulting in a less than significant impact.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to land use and planning would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in land use and planning impacts. For this reason, impacts resulting from land use and planning would be less under this alternative when compared to the proposed project.

Noise

Proposed Project

Construction-related noise has the potential to result in significant noise impacts at noise sensitive receptor. The proposed project would exceed the established noise standards and temporarily increase ambient noise during construction. With implementation of Mitigation Measure 4.10-1, the noise levels during construction would be reduced to construction noise levels of up to 71 dBA L_{eq} to 61dBA L_{eq}, which is below the significance thresholds at the nearby receptor locations. Thus, potentially significant construction noise impacts would be reduced to a less than significant level with implementation of mitigation measures. Noise from off-site construction traffic would not increase noise levels over thresholds and impacts would be less than significant.

The proposed project would result in potentially significant impacts related to operational noise from mechanical equipment. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. Mitigation Measure 4.10-2 is prescribed to comply with noise limitation requirements provided in Chapter 9-3-208 of the BMC. Therefore, with implementation of this mitigation, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than 5 dBA. Therefore, with implementation of mitigation measure 4.10-2, operation of mechanical equipment would not exceed the City's thresholds of significance of 5 dBA or greater noise increase and impacts would be less than significant. Noise levels would not be increased above thresholds at sensitive receptors for loading dock, refuse collection, and parking related noise activities and impacts would be less than significant. Project related traffic would increase sound levels slightly above the significance threshold at North Kenwood Street and Cohasset Street. However, this intersection is surrounded by parking and warehouse land uses that are not noise sensitive. Therefore, off-site traffic related noise impacts would be less than significant.

An evaluation of the combined noise levels from the project's various operational noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum project-related noise level increase that may occur at the nearest noise-sensitive receptors. Noise

sources associated with the project include loading area activities, refuse collection areas, parking lots, and on-site mechanical equipment. The nearest intersection to the nearest noise sensitive receptor North San Fernando Boulevard and Cohasset Street was applied to composite noise level analysis. The project would be estimated to increase the ambient noise level by approximately 4.6 dBA at the nearest noise sensitive receptor which is less than the significance threshold of a 5 dBA increase. As such, the composite noise level impact on the nearest sensitive receptors due to the project's future operations would be less than significant.

Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (i.e., backhoe, dozer, excavators, grader, loader, scraper, and haul trucks, etc.) generates vibrations that propagate though the ground and diminish in intensity with distance from the source. The construction related vibration levels at sensitive receptors would be less than significant for structure damage impacts.

The proposed project would result in less than significant impacts related to vibration and exposure to humans from airport noise. Additionally, construction vibration impacts related to human annoyance to the nearest sensitive receptor would be less than significant.

The project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. The potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be less than the significance criteria for building damage and human annoyance. As such, vibration impacts associated with operation of the project would be less than significant.

The project's location in Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The affected land uses on the project site would be industrial uses. The southernmost industrial land uses of the proposed project lies within the 65 CNEL noise contour for the Hollywood-Burbank Airport.[499] Industrial uses do not have designated land use noise thresholds under the City's General Plan Noise Element. Therefore, noise exposure from airport activities would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to noise and vibration would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in no noise or vibration impacts. For this reason, impacts resulting from noise and vibration would be less under this alternative when compared to the proposed project.

[499] Acoustical Analysis Associates, Incorporated, *Quarterly Noise Monitoring at Hollywood Burbank Airport Second Quarter 2017*, August 2017. Accessed at: http://hollywoodburbankairport.com/wp-content/uploads/2Q-2017-Quarterly-Noise-Report.pdf

Population and Employment

Proposed Project

The proposed project would not induce substantial population growth, either directly or indirectly, in the city. Construction of the project would provide a short-term demand for workers, but is expected to draw them from the labor force within the region resulting in a less than significant impact.

Since the proposed project does not include a residential component, population within the city would not directly increase. Proposed project operations would increase employment opportunities in the city and would indirectly increase the population as new jobs could entice new residents. However, the City has already planned for this increase in the number of jobs within the City's General Plan. Therefore, impacts associated with population and employment are less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to population and employment would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in a population or employment growth within the city. For this reason, impacts resulting from population and employment would be less under this alternative when compared to the proposed project.

Public Services

Proposed Project

The proposed project would add industrial buildings, office buildings, retail buildings, and a hotel to a currently vacant site. Construction efforts, associated with the proposed project, would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant.

Proposed project operations would require fire and police services which could result in an increased response time and/or the need for additional fire or police protection facilities. The project applicant would be required to pay a development impact fee to the City, to compensate for the project's potential impacts on fire and police facilities and operations by funding any necessary facility expansions or personnel increases. Therefore, impacts related to fire and police response time and facilities would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to fire and police response time and facilities would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not result in a need for added police or fire resources. For this reason, impacts resulting from public services would be less under this alternative when compared to the proposed project.

Transportation and Traffic

Proposed Project

The proposed project, Existing plus Project scenario would result in significant impacts to 13 intersections during one of more of the three analyzed peak hours (AM, PM, and weekend). Additionally, based on a freeway ramp queuing analysis, two freeway ramps would experience queuing greater than the available storage during the AM peak hour: I-5 Southbound Off-Ramp & Hollywood Way (Intersection No. 2), and SR-134 Northbound Off-Ramp & Riverside Drive & Buena Vista Street (Intersection No. 27). For the Future plus Project scenario, 17 intersections would result in significant impacts during one or more of the three analyzed peak hours. Additionally, based on a freeway ramp queuing analysis, the same two freeway ramps would experience queuing greater than the available storage during the AM peak hour. Parking requirements are met by the proposed project resulting in a less than significant impact. To mitigate the significant impact to the intersections under the Existing plus Project and Future plus Project scenarios, mitigation measures 4.13-1 through 4.13-17, include improvement that would increase the capacity and/or efficiency of the roadway system at intersections. Although mitigation would be incorporated to the extent feasible, some intersections would still have significant impacts. Therefore, impacts regarding traffic increases at certain intersections would remain significant and unavoidable.

The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the closest CMP arterial monitoring locations due to the extended distance from the project site. Therefore, impacts to CMP arterial monitoring stations would be less than significant. There are six CMP freeway monitoring stations close to the project site. Approximately 30 percent of the project traffic is expected to travel through the monitoring station at the I-5 Freeway north of Burbank Boulevard Burbank Ramps resulting in a significant impact for both Existing plus Project and Future plus Project scenarios. The significant impact would only occur in the southbound travel direction during the PM peak-hour. There were no feasible mitigation measures identified to reduce this impact. Thus, this impact is significant and unavoidable. All other CMP freeway monitoring stations are expected to see fewer than 150 trips resulting in a less than significant impact.

Given the frequency of the transit service, taken from existing schedules, in close proximity to the project site, the transit capacity is over 2,800 passengers in both the AM and PM peak periods. Of this capacity, approximately 60 percent would be provided by the Burbank Airport-North Metrolink Station at North Hollywood Way & North San Fernando Boulevard, and 40 percent would be provided by existing bus service. The capacity assumes forty passengers per bus (standard forty-foot bus) and 444 passengers per train (assuming three-car trains and 148 passengers per car). The proposed project would use less than three percent of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

According to the Hollywood-Burbank Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Hollywood-Burbank Airport. The tallest building proposed under the project would be the 166-room hotel, which would be a

maximum of 69 feet tall, substantially less than the 200-foot height at which special marking and lighting could be required. The project applicant has filed Form 7460-1 for the construction of buildings located within the area of influence and has received FAA approval with a Determination of No Hazard to Air Navigation. Therefore, the height of the buildings proposed by the project would not result in changes to the air traffic patterns associated with the Hollywood-Burbank Airport, and the impact would be less than significant.

The proposed project would include driveways along North Kenwood Street, Hollywood Way, and North San Fernando Boulevard. Access to the entire project site is available at each driveway. The driveway on North Hollywood Way & Tulare Avenue is currently signalized and is expected to remain signalized in the future. All other driveways would be unsignalized. All unsignalized driveways would operate at LOS D or better except for the northern driveway on North Hollywood, which would operate at LOS E during the AM period under the Future plus Project scenario. Therefore, the impact regarding design hazards at intersections would be less than significant.

The proposed project would not result in inadequate emergency access to the project site. A review of the site plan indicates that emergency vehicles can access the project site through all driveways along North Kenwood Street, North Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. All internal roadways will be designed to comply with the design requirements set forth in the California Fire Code. Based on the above, the number, location, and design of the proposed project driveways and internal roadways would accommodate emergency vehicle access to and circulation within the project site. Therefore, the impact would be less than significant.

The proposed project would not disrupt existing transit service, existing bicycle facilities, or pedestrian network impacts. The proposed project would not interfere with planned transit services, bicycle facilities, or pedestrian facilities. The proposed project would not be inconsistent with applicable adopted plans, guidelines, policies, or standards related to transit systems, bicycles, or pedestrians. Proposed physical mitigation measures (MM-TRANS-1 and MM-TRANS-9) that are proposed to reduce other potential Transportation and Traffic related impacts would also be applicable to Impact 4.13-6. The provision of MM-TRANS-1 would reduce disruptions to existing bicycle facilities. The provision of MM-TRANS-9 would reduce disruptions to existing pedestrian facilities. The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the impact would be less than significant.

During construction of the proposed project, closures to travel lanes are not anticipated. In addition, there are no emergency services located within the immediate vicinity of the affected streets. Since travel lane closures during construction are not anticipated, the temporary construction impacts on the roadway network would be considered less than significant. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant. Construction is not anticipated to affect bus operations as construction and

staging would not be located immediately adjacent to bus stops. Therefore, project construction would not require relocation of bus stops and construction impacts on transit operations would be less than significant. On-street parking on North Kenwood Street and Cohasset Street may be periodically restricted due to project construction activities. However, per PRC Section 21009, these temporary parking impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to transportation and traffic would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not alter transportation or traffic patterns and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. For this reason, impacts resulting from transportation and traffic would be less under this alternative when compared to the proposed project.

Tribal Cultural Resources

As previously stated under Section 4.14.2, *Environmental Setting* (see Native American Consultation subsection), no requests for consultation were received from any of the Native American contacts regarding the AB 52 consultation letters sent by the City and no Native American resources were identified in the project site by the NAHC. As a result, no tribal cultural resources were identified to be present within the project site and, there would be no environmental impacts to known tribal cultural resources within the project site. However, in the event of an unanticipated discovery of archaeological resources and human remains that could also be considered tribal cultural resources, Mitigation Measures MM-CUL-1 and MM-CUL-2 outlined in Chapter 4.3, *Cultural Resources*, shall be followed.

Proposed Project

Alternative 1

Under the No Project/No Build Alternative, no impacts related to tribal cultural resources would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would interfere with tribal cultural resources. For this reason, impacts resulting from tribal cultural resources would be less under this alternative when compared to the proposed project.

Utilities

Proposed Project

Wastewater generated by construction of the proposed project would be minimal and would not exceed the capacity of disposal and treatment facilities. All wastewater would be treated to meet requirements of the LARWQCB before disposal. Therefore, impacts related to wastewater treatment requirements during project construction would be less than significant.

The proposed project would introduce commercial and industrial uses to the project site that would generate an estimated wastewater amount of 271,127 gallons per day (gpd) requiring

treatment. The project would require tie in to the existing sanitary sewer system, but it is currently insufficient to meet the project needs and impacts would be significant. However, compliance with Mitigation Measure 4.15-1, would require the project applicant to pay a portion of the necessary sewer infrastructure upgrades, which are determined as a percentage of the project's contribution to the sanitary sewer system. Mitigation Measure 4.15-1 also requires the project applicant to pay sewer facility charges prior to issuance of a building permit. Following payment of fees for interconnection to the city sewer and compliance with BMC, the project would be equipped with the appropriate sewer connection and capacity to convey wastewater to the Burbank Water Reclamation Plant (BWRP) for treatment. Therefore, impacts related to the exceedance of wastewater treatment requirements would be less than significant.

Water uses for the proposed project would be supplied by Burbank Water and Power which has a sufficient supply to accommodate the project. The increase in population, which could result from the proposed project, and its increased water demand are accounted for in water demand projections. Wastewater would be conveyed to the BWRP, through the new sewer upgrades required in Mitigation Measure 4.15-1, which has sufficient capacity to accommodate the proposed project. The proposed project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project. Therefore, impacts related to construction or expansion of the water or wastewater treatment facilities would be less than significant following implementation of mitigation.

The proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities whose construction would cause significant environmental effects. The proposed project would generate an estimated 50-year peak flow of 125.4 cubic feet per second (CFS) which is 6.9 cfs less than the existing 50-year peak flow rate of 132.3 cfs. Therefore, expansion of existing public stormwater drainage facilities would not be required and impacts are less than significant.

It is estimated that the project would generate approximately 8.2 tons of trash daily, which is approximately 3 percent of the Burbank Landfill's permitted throughput of 240 tons/day. The commercial components of the project (creative office, retail and hotel) must comply with AB 341, to recycle. To further reduce waste generated by the project, the creative industrial uses must comply with Mitigation Measure 4.15-2, which requires them to recycle to the maximum extent possible. Therefore, following implementation of Mitigation Measure 4.15-2 and compliance with pertinent regulations, the Burbank Landfill should have sufficient capacity to accommodate project waste requirements and impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to utilities would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would not impact water, wastewater, stormwater, or solid waste facilities. For this reason, impacts resulting from utilities would be less under this alternative when compared to the proposed project.

Wind

Proposed Project

The proposed project would not substantially degrade the existing wind conditions on the project site and its vicinity. The project buildings proposed are low-rise industrial and office buildings and one six-story hotel. Individually, these buildings in an urban setting are not tall enough to cause hazardous wind conditions for pedestrians in this vicinity. Although the proposed project would not result in substantial increases in wind speeds as compared with existing wind speeds on the vacant site, the known infrequent high-speed winds within the city would be expected to continue to occur and cause potential hazardous conditions for pedestrians that are outdoors within the project or elsewhere in the city. There is no indication that the project would increase the likelihood or increase the magnitude of that wind hazard risk to the public or to persons at the project site. Impacts associated with wind hazards would be less than significant.

Even without the new Airport terminal in place, given the location, size, and orientation of the project buildings, the project would not alter the local wind conditions enough to have any noticeable effect on any aircraft that uses adjacent Airport spaces, taxiways or runways. With the new terminal in place, all wind effects of the project would be masked by the effects of the new Airport terminal itself and impacts would be less than significant.

Alternative 1

Under the No Project/No Build Alternative, no impacts related to wind would occur, because no development would ensue that would result in the construction and operation of buildings. The No Project/No Build Alternative would have no facilities which could be impacted by wind. For this reason, impacts resulting from wind would be less under this alternative when compared to the proposed project.

Conclusion

Compared to the proposed project, the No Project/No Build Alternative would reduce impacts in every environmental discipline. Although impacts would be less than the proposed project, the No Project/No Build Alternative would not meet any of the project objectives as outlined above. Additionally, as discussed above, the project site is not expected to be vacant for the foreseeable future. Thus, although no impacts would occur under No Project/No Build Alternative, once another project is proposed for the project site, it would have its own impacts which would be greater than those of this alternative.

6.6 Alternative 2: Increased Office and Hotel Uses Alternative

This Alternative analyzes impacts from the project by considering potential land use scenarios discussed in the LinkBurbank Land Use Planning Study. In light of this review this Alternative considers a modified project alternative. This Alternative would develop the project site with the creative industrial uses, office uses, two hotels and the proposed retail component. The total development square footage of this Alternative would be similar to the proposed project

approximately 1,215,475 square feet. However, this Alternative would include 500,000 square feet of industrial buildings, 500,000 square feet of office buildings, and two, 200-key hotels (approximately 120,000 square feet each) on opposite ends of the property. Each hotel would include 20,000 square feet of event space. This Alternative would maintain the small retail component (15,475 square feet).

For analysis purposes, it was assumed that the site would be developed to a maximum density at 1,215,475 square feet, a reduction of 58,367 square feet total building square footage from the proposed project (1,273,842 square feet). This alternative would generate about 11,794 net daily trips, which is more than the proposed project's 8,984 net daily trips. Alternative 2 would potentially increase all impacts associated with building in an Airport Land Use Area. Other discipline areas would have greater impacts or the same impacts as the proposed project as discussed below.

6.6.1 Environmental Analysis

Aesthetics

Proposed Project

Construction related visual impacts would be typical of other construction activities throughout the city and would not be constant over the entire construction period because construction activities would be phased, and would cease once construction is completed. Therefore, because of the temporary nature of construction-related activities, potential impacts to visual character would be less than significant.

Development of the project site would generally improve the aesthetic quality of the existing site by eliminating deteriorating parking lots and eliminating open expanses of pavement. Development of the proposed project, and the visual changes that would result, are planned in the City's General Plan. Although the proposed project would alter the visual character of the project site, the proposed development would not be out of character for the city, where industrial, commercial, and office development in the area, are a common visual theme. Although implementation of the proposed project would alter the visual character of the site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur and impacts would be less than significant.

Because the proposed project's site lighting would not substantially alter the character of areas surrounding the project site and would also not interfere with off-site activities, impacts related to project lighting would be less than significant. Glare just before sunset would be directed westward and downward, so would be intercepted by the new Airport terminal structure. Although glare may be visible to pilots approaching from the west, it would be off-axis and insufficiently bright to distract attention or impair vision. Glare from the east- and west-side windows and metallic surfaces of the other office and industrial buildings would be similarly localized within the project site. Impacts from light and glare would be less than significant.

Alternative 2

Alternative 2 would result in reduced development of the site than the proposed project. The proposed project would include 1,273,842 square feet of buildings, while Alternative 2 would include up to 1,215,475, building square feet. Under Alternative 2, the industrial buildings on-site would be reduced in size and massing compared to the proposed project. This Alternative would also include another hotel. Similar to the project, this alternative would change the visual character of the site by adding multi-story buildings to the project site;, the overall development including building mass would remain the same or increase due to multi-story buildings and scale would be reduced compared to the proposed project and impacts would be less than significant, increased compared to the proposed project.

The development would be compatible with the nearby industrial development to the north and east. The maximum square footage of the buildings under Alternative 2 would be reduced by approximately 58,367 square feet; therefore, this Alternative would potentially introduce more light and glare due to an increase in hotel and office uses, however impacts would be also be less than significant, similar to the proposed project..

Under the Alternative 2, impacts resulting from visual change in character and project site quality would be no different (building mass and scale), but still similar (less than significant), when compared to the proposed project. Light and glare impacts would be slightly higher (introduce less light and glare), but still similar (less than significant), when compared with the proposed project.

Air Quality

Proposed Project

Construction of the proposed project would utilize off-road diesel equipment greater than 50 hp that meet USEPA Tier 4 off-road emission standards, as per PDF-AIR-1, to reduce emissions. As a result, construction of the proposed project would not result in emission which exceed the SCAQMD significance thresholds. Since the project incorporates control strategies in the AQMP to control short-term emissions, the project would not conflict with or obstruct implementation of the AQMP. Therefore, construction of the project would not conflict with or obstruct implementation of the AQMP nor result in emissions that exceed SCAQMD thresholds; impacts would be less than significant. Construction of the project would not result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor and impacts would be less than significant.

Operation of the project is consistent with the City's General Plan air quality goals and policies. The estimated increase in employment projected from the project are within SCAG's employment growth assumptions for Burbank. The proposed project is consistent with the City's General Plan and SCAG projections, therefore, impacts would be less than significant.

Operational criteria pollutant emissions were calculated for area, energy, mobile and stationary sources. The operational-related daily emissions for the criteria and precursor pollutants (VOC, CO, SO_X, PM10, and PM2.5) would be below the SCAQMD thresholds of significance, however, the project would exceed the regional emissions threshold for NOx. Since operation of the project

would potentially exceed the regional significance thresholds for NOx, the project could contribute to temporary impacts related to regional ozone, which could conflict with or obstruct implementation of the AQMP and impacts would be significant. Mitigation Measures AIR-1, AIR-2, and AIR-3 would mitigate impacts from mobile sources, which made the project exceed the NOx threshold. However, even with implementation of these mitigation measures, the project's NOx emissions would still exceed the SCAQMD regional significance thresholds and potentially conflict with or obstruct implementation of the AQMP; impacts are significant and unavoidable. As discussed above, operation of the project would exceed the NOx significance threshold and could therefore result in a cumulatively considerable contribution to a Federal or State non-attainment ozone precursor and impacts are significant. Implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, would reduce operational NOx impacts, but even with incorporation of all feasible mitigation measures, the project operation would still result in a cumulatively considerable net increase of NOx and impacts would remain significant and unavoidable.

Construction and operation of the proposed project would not exceed the localized significance threshold at off-site sensitive receptors. Additionally, the project would not exceed the CAAQS CO standards and would not result in CO hotspots. The project would not generate emissions of TACs that would result in a significant health impact to off-site sensitive receptors. The project is not expected to create objectionable odors from construction or operation. Therefore, construction and operation of the proposed project would not result in considerable LST, CO, TACs, or odors and impacts would be less than significant.

Alternative 2

Under Alternative 2, less industrial uses would be developed and more office and hotel uses would be introduced. The total building square footage would be reduced from the proposed project by approximately 58,367 square feet. The discussion below assumed Alternative 2 would implement the same project design features (PDFs) and mitigation measures as those for the proposed project.

Due to the fact that the total building square footage is similar to but less than the proposed project, construction under Alternative 2 would be also be less than the proposed project. Development of office land uses requires far more construction than industrial. Building systems, steel, HVAC, glazing, electrical, drywall, etc. Construction impact under Alternative 2 will therefore be potentially significant.

Operation of Alternative 2 is consistent with the City's General Plan air quality goals and policies. The estimated increase in employment projected from the project are within SCAG's employment growth assumptions for Burbank. Similar to the proposed project, Alternative 2 and the proposed development land use intensity, under Alternative 2 is consistent with the, the City's General Plan as described under Table 4.9-1, *Consistency Of Proposed Project With Burbank2035 General Plan Policies,* in the Land Use Section of the EIR. Thus, because Alternative 2 proposes less building development than the proposed project and is within SCAG projections for the project site;, impacts would be less than significant.

For the operational phase of Alternative 2, since the total building square footage is reduced from the proposed project, area emission sources and the total energy use would also be reduced from the proposed project. However, Alternative 2 would generate about 11,794 net daily trips, which is greater than the proposed Project's 8,984 net daily trips. Because area sources and energy use are the small contributors and mobile sources (vehicles) are the major contributors to criteria pollutant operational emissions, the operational impact of Alternative 2 is likely to be increased from the proposed project, given the increased number of trips generated by the increased office and hotel uses and the increased energy uses.

The proposed project's NOx emissions were approximately twice the SCAQMD regional significance threshold, even with mitigation, resulting in a potential conflict or obstruction of the AQMP. Alternative 2 would have a greater level of NOx emissions due to the increase in traffic volume, as compared to the proposed project. Alternative 2 would therefore exceed regional NOx emissions thresholds and potentially conflict with or obstruct the implementation of the AQMP; impacts are significant and unavoidable. Since operation of Alternative 2 would exceed the NOx significance threshold it could, therefore, result in a cumulatively considerable contribution to a Federal or State non-attainment ozone precursor. Even with implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, which would reduce operational NOx impacts, operation of Alternative 2 would still result in a cumulatively considerable net increase of NOx and impacts would remain significant and unavoidable. Therefore, operation of Alternative 2 would conflict with or obstruct implementation of the AQMP and result in emissions (NOx) that exceed SCAQMD thresholds; impacts would be significant and unavoidable. Operation of Alternative 2 would also result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor and impacts would significant and unavoidable.

Given the total building square footage under Alternative 2 is reduced from the proposed project, Alternative 2's localized emissions of regulated pollutants and associated health risk values from building emissions would be less than the proposed project. Therefore, construction and operation of Alternative 2 building emissions would not exceed the localized significance threshold at off-site sensitive receptors. Additionally, Alternative 2 is unlikely to exceed the CAAQS CO standards, although it has increased trips associated with it, itis unlikely to result in CO hotspots (because the busiest intersection impacted by the proposed project will have a peak traffic volume of about 67,130 vehicles per day, even assuming all the 2,810 additional trips from Alternative 2 occurs at that same busiest intersection, it is still far below the 100,000 vehicles per day screening threshold from the SCAQMD's 2003 AQMP). Alternative 2 would not generate emissions of TACs that would result in a significant health impact to off-site sensitive receptors. Alternative 2 is not expected to create objectionable odors from construction or operation. Therefore, construction and operation of Alternative 2 would not result in considerable LST, CO, TACs, or odors and impacts would be less than significant.

Under Alternative 2, construction regional impacts would be potentially significant, greater than the proposed project. Operation Alternative 2 would result in emissions (NOx) that exceed SCAQMD regional thresholds, conflict with or obstruct implementation of the AQMP and result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor (NOx); impacts would be significant and unavoidable. Operational regional

impact would be increased (due to increased NOx impacts), but similar (significant and unavoidable), when compared to the propose project. Alternative 2 consistencies with the City's General Plan air quality goals and SCAG's employment growth assumptions have the same (less than significant) impact when compared with the proposed project. Construction and operation of Alternative 2 would have the same (less than significant) impact with respect to LST, CO, TACs, or odors when compared to the proposed project.

Cultural Resources

Proposed Project

Two historic architectural resources have been previously recorded adjacent and within the project area, respectively. Hangar 1 and Hangar 2, adjacent to the project site, were previously recommended eligible for National Register, California Register, and local listing and are considered historical resources under CEQA. These hangars would not be directly impacted by project-related construction, nor, given their distance from the proposed project, indirectly impacted by visual or vibrational impacts from the proposed project. The other resource is North San Fernando Boulevard which was previously recommended eligible for National Register and California Register and is considered a historical resource under CEQA. Proposed project activities would impact the resource during road widening, but would not alter the general alignment of the road. These impacts would not result in changes to the character of the road or diminish its significance. The project would also include construction of above-ground structures (new commercial buildings) that have the potential to introduce a new visual element into the setting of the resource. However, since the setting of North San Fernando Boulevard is urbanized and industrial, the proposed project would not affect the resource's integrity and would not result in a substantial adverse change in its significance. Consequently, the impacts anticipated to North San Fernando Boulevard are considered less than significant.

No archaeological resources were identified in the project area, and the project would not result in an impact to known archaeological resources. However, there is potential for the project to encounter unknown subsurface archaeological resources during ground disturbance. Implementation of Mitigation Measures 4.3-2a and 4.3-2b, would reduce potentially significant impacts to previously unknown archaeological resources that could qualify as historical resources or unique archaeological resources under CEQA to a less than significant level.

No vertebrate fossil localities lie directly within the project area; however, several vertebrate fossil localities been recorded between 3 to 6 miles away at depths between 14 and 170 feet below ground surface. The excavations at the project area are expected to reach down a maximum of 15 to 18 feet below surface. Given that fossils in the vicinity of the project area have been recovered from 14 feet below surface, it is recommended that paleontological monitoring be conducted for ground disturbing activities that exceed 10 feet in depth. Implementation of Mitigation Measures 4.3-3a and 4.3-3d, would reduce potentially significant impacts to fossil resources to a less than significant level.

There is a possibility that ground-disturbing activities could encounter previously undocumented human remains. In the unexpected event that human remains are unearthed during construction

activities, impacts would be potentially significant, and as such, mitigation would be required. With implementation of Mitigation Measure 4.3-4a, impacts to human remains would be less than significant.

Alternative 2

Alternative 2 would still have two historic architectural resources close to the project site. As with the proposed project, only the North San Fernando Boulevard resource would be impacted through road widening but would not alter the general alignment of the road nor result in changes to the character of the road or diminish its significance. Impacts to historical resources are less than significant, similar to the proposed project.

Under Alternative 2, ground disturbing activities would still occur which have the potential to uncover unknown archaeological, vertebrate fossil, or human remains as the project site is currently undeveloped. Therefore, Alternative 2 could adversely affect unknown archaeological and vertebrate fossil resources, or human remains, similar to the proposed project. Implementation of mitigation measures 4.3-2a through 4.3-4a would reduce potentially significant impacts to a less than significant level.

Under the Alternative 2 impacts related to cultural resources would be similar (less than significant with mitigation) when compared to the proposed project.

Energy

Proposed Project

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and Mitigation Measures GHG-1 through 7, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

The proposed project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. The daily operation of the proposed project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site and municipal solid waste requiring collection and transport off-site. Construction and operation of the project would be consistent with State and Federal energy standards and would be designed to include numerous energy and waste saving features as well as waste reduction features that would achieve greater energy savings than required. The project would also be sited in a transportation-efficient location and achieve reductions in VMT from

private automobiles traveling to and from the project site consistent with the 2016 RTP/SCS. As a result, the proposed project would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards and impacts would be less than significant.

Project construction would utilize energy for necessary activities and to transport construction materials and demolition debris to and from the project site. BWP and SoCalGas have sufficient supplies and infrastructure to meet construction energy demands. Construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, construction of the proposed project would not have a significant impact on existing energy supplies or on existing energy infrastructure and impacts would be less than significant.

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDF-GHG-1 through 7, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 4.

The project is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel and impacts would be less than significant.

Alternative 2

Alternative 2 would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. In addition, as provided in PDF AIR-2 and Mitigation Measures GHG-1 through 7, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. Alternative 2 would be consistent with the applicable goals and actions to minimize energy use from City, State, and Federal energy conservation plans and regulations. Therefore, Alternative 2 would be consistent with the City's applicable plans for conserving energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards. Impacts would be less than significant, similar to the proposed project.

Construction of Alternative 2 would utilize more energy for necessary activities and to transport construction materials and demolition debris to and from the site because development of office and hotel uses would increase construction activities. BWP and SoCal Gas have sufficient supplies and infrastructure to meet construction energy demands. Construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, construction of Alternative 2 would not have a significant impact on existing energy supplies or on existing energy infrastructure and impacts would be less than significant, similar to the proposed project.

Implementation of Alternative 2 will slightly increase the operational demand for natural gas and electricity resources including for water supply, conveyance, distribution, and treatment, as compared to the proposed project. Utility supply and infrastructure impacts would be slightly greater than those of the proposed project; however, the City would still have the capacity to serve the slightly increased demand under Alternative 2. Therefore, with implementation of PDF-GHG-1 through 7, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 4, impacts would be less than significant, similar to the proposed project.

Alternative 2 is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. However, Alternative 2, because of the increased hotel and industrial uses would increase daily auto trips over the proposed project which would result in more transportation fuel impacts. Operation of Alternative 2 would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel even though more tips would be associated with it because, like the proposed project, it would minimize operational transportation fuel demand consistent with State and City goals and impacts would be less than significant, similar to the proposed project.

Alternative 2 would have similar (less than significant) impacts on consistency with the City's applicable plans for conserving energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards when compared to the proposed project. Impacts related to construction and operational energy usage regarding existing energy supplies or existing energy infrastructure would be slightly less (less energy demand), but similar (less than significant), when compared to the proposed project. Impacts related to operational transportation fuel would be greater (more auto trips), but similar (less than significant), when compared to the proposed project.

Geology and Soils

Proposed Project

Based on horizontal peak ground acceleration calculated for the proposed project, ground shaking would be a potentially significant impact, if buildings are not designed appropriately. The 2016 CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. The project site is not located in a potential liquefaction zone and is not likely to experience liquefaction and related phenomena such as liquefaction induced settlement. Soils on the project site indicate a potential for dynamic compaction. However, required compliance with appropriate structural design or other techniques would reduce potential construction and operational impacts related to seismically induced compaction. Construction and operational impacts related to seismically induced ground shaking, liquefaction, and dynamic compaction would be less than significant.

The project site is primarily artificial fill, and as a result, there are few areas of topsoil. The project site would be developed with buildings, paved areas, and limited open spaces and would have minimal to no areas of topsoil. Therefore, the project would not result in impacts related to

the loss of topsoil. During construction activities for the project, specifically excavation and grading, the amount of impervious surfaces could be temporarily reduced, thus creating new exposed surfaces that would be subject to windborne soil erosion. Operational soil erosion could result from drainage issues and/or maintenance practices. Erosion impacts from construction and operation would be less than significant by complying with the applicable regulatory standards.

The project would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils. Soils may be potentially compressible/collapsible, have the potential for differential settlement, the potential for soil shrinkage and/or subsidence, and the potential to be corrosive. Project soil impacts resulting from compressible/collapsible soils, differential settlement, soil shrinkage and/or subsidence, and corrosive soils would be less than significant with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

Soils at the project site have a very low expansion index, thus impacts resulting from expansive soil would be less than significant.

Alternative 2

Since geology and soils hazards are generally site specific, development of the project site, under Alternative 2, would have similar impacts related to geology, soils, and seismicity as the proposed project. Under Alternative 2, construction and operational impacts related to seismically induced ground shaking, liquefaction, and dynamic compaction would be less than significant, similar to the proposed project.

Alternative 2 would result in less building square footage being developed then the proposed project site which would slightly reduce potential impacts related to soil erosion and loss of topsoil when compared to the proposed project. Impacts would be less than significant, similar to the proposed project.

Alternative 2 would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils. Soils may be potentially compressible/collapsible, have the potential for differential settlement, the potential for soil shrinkage and/or subsidence, and the potential to be corrosive. Impacts resulting from compressible/collapsible soils, differential settlement, soil shrinkage and/or subsidence, and corrosive soils would be less than significant, similar to the proposed project, with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

Soils at the project site have a very low expansion index, thus impacts resulting from expansive soil would be less than significant, similar to the proposed project.

Alternative 2 impacts resulting from soil erosion and loss of topsoil would be slightly less (less acreage developed), but still similar (less than significant), when compared to the proposed

project. Impacts relating to exposure of people to seismically induced hazards would be similar (less than significant), when compared to the proposed project. Other impacts related to soils would be similar (less than significant) when compared to the proposed project.

Greenhouse Gas Emissions and Climate

Proposed Project

Project operational GHG emissions, which include amortized GHG construction emissions, were calculated for the proposed project for information purposes, to quantify the project's potential GHG emissions and correlate to the Climate Change Scoping Plan, and supplement the primary threshold of significance, consistency with plans and policies adopted for the purpose of reducing GHG emissions. GHG emissions are regional in nature as they would occur over a relatively large area from multiple individual developments associated within the project's approximately 61-acre site. The majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. The project would not only meet the CALGreen Code mandatory requirements, but it would also implement voluntary measures, such as meeting CALGreen Tier 1 criteria. Additionally, the project would implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would further reduce mobile source emissions.

The project's GHG emissions from mobile sources would represent 0.02 percent of the Air Basin's annual mobile source GHG emissions. Additionally, the project's total GHG emissions would represent 0.04 percent of annual mobile source GHG emissions. The City's GGRP had a community-wide baseline emissions inventory of 1,682,494 $MTCO_2e$/yr for 2010. The project's GHG emissions would result in a 1.4 percent increase over the City's 2010 baseline emissions inventory, a 1.2 percent increase over the projected 2020 community-wide emissions, and a 1.1 percent increase over the projected 2035 community-wide emissions. The project's GHG emissions would represent a 13.1 percent increase in the city's emissions from 2010 to 2020, but only a 1.1 percent increase of the city's emissions in 2035.

The proposed project would be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs. Because the project's location, land use characteristics, and design render is consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the project would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. Therefore, impacts would be less than significant. However, per the City's GGRP, the following mitigation, Mitigation Measures GHG-1, GHG-2 and GHG-3, are proposed to further reduce GHG emissions and consistency with the GGRP. Impacts after mitigation are still less than significant.

Alternative 2

Alternative 2 would also implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would reduce mobile source emissions. Total building square footage would be reduced under Alternative 2, which would reduce building GHG emissions from electricity use, natural gas use, water conveyance, wastewater treatment and solid waste over those of the proposed project

because of the decreased square footage. However, increased traffic associated with Alternative 2 would increase mobile source emissions by approximately 30percent and resulting in a net increase in GHG emissions over the proposed project. Therefore, operation under Alternative 2 would result in greater GHG emissions and associated impacts than the proposed project.

Alternative 2 is expected to be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs. Because Alternative 2's location, land use characteristics, and design would be consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the alternative would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. The Alternative's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along with implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, would minimize Alternative 2's GHG emissions and render GHG impacts less than significant, similar to the proposed project.

Under Alternative 2, GHG emissions are expected to increase (more mobile sources) when compared with the proposed project, but overall GHG impacts relating to emissions would be similar (less than significant) when compared to the proposed project after implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3. Alternative 2 is expected to be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions and resulting impacts would be the same (less than significant) when compared with the proposed project.

Hazards and Hazardous Materials

Proposed Project

The proposed project site is located within the Burbank Operable Unit of the San Fernando Valley Superfund Site which is contaminated with VOCs such as PCE and TCE. Construction workers may potentially encounter contaminated soil and/or groundwater. However, based on the numerous site investigations at the property, the likelihood of encountering contaminated soils higher than VOC screening levels is low. Additionally, based on the investigations, any soil vapors that may be encountered by workers during construction would be below the action levels and would not pose a threat to workers. Groundwater is found at depths of greater than 220 feet below ground surface. Therefore, there is no potential to encounter contaminated groundwater during construction activities. However, a project site-specific Health and Safety Plan will be implemented in order to minimize the risk of injury to project site workers. Additionally, the project applicant has prepared a soil management plan, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that project construction would not result in an unauthorized release of potential hazardous contaminants in soil through the use or transport of these materials that would create a hazard to the public or the environment. In the absence of any other known hazardous materials within the existing soil as

well as with other existing regulatory requirements, no significant impacts related to hazards and hazardous materials would occur.

The project site has nine groundwater monitoring wells which would need to be abandoned or protected prior to grading activities or relocated as a result of project construction. Because these wells are part of a regional Superfund Site, modifications due to redevelopment activities need to be authorized by the EPA. Compliance with regulatory requirements would ensure that impacts would be less than significant.

During construction, the proposed project has the potential to unearth Transite piping, which may lie under the project site and may contain asbestos, during demolition activities, which could result in a potentially significant impact. With implementation of Mitigation Measure 4.7-1, requiring compliance with regulatory requirement concerning asbestos, would ensure the impacts associated with any Traniste piping uncovered that contains asbestos would be less than significant.

All known underground storage tanks, sumps and clarifiers have been removed from the project site or abandoned in place. However, during excavation activities, the workers have the potential to encounter USTs which were not previously removed. If USTs are encountered, they will be removed. Since they have already been properly abandoned there will be no impacts associated with removal. Therefore, the project would result in a less-than-significant impact with regard to USTs.

Construction of the project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Any risk associated with transport, use, or disposal of these materials would be minimized to less than significant levels through compliance with regulatory standards and regulations. Additionally, the proposed project would not 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 through compliance with applicable regulatory requirements. Therefore, impacts associated with upset and accident conditions involving the release of hazardous materials would be less than significant.

Project operation would include typical industrial, commercial retail, hotel and office uses and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides, solvents, and lubricants. Compliance with storage and use requirements would serve to minimize health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials to a less than significant level.

Although the project site is included on the Cortese List pursuant to Government Code Section 65962.5, it would not create a significant hazard to the public or the environment. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant.

A conceptual exposure model (CEM) was prepared to assess impacts on workers during operational activities. The CEM identifies the potential sources of exposure (soil and groundwater), and the potential pathway to human exposure; ingestion of contaminated groundwater, inhalation of volatiles from sub-surface volatilization of contaminants, and inhalation or direct dermal contact with contaminated soil. As the CEM demonstrated, all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure, therefore, impacts to on workers would be less than significant.

Although the project would be located within an airport land use plan and is within two miles of a public airport, it would not result in a safety hazard for people residing or working in the project area. Compliance with FAA regulations would ensure the safety of people residing or working in the project area. Therefore, impacts associated with the project's location in an airport land use plan would be less than significant.

The project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts relating to interference with an adopted emergency response or evacuation plan would be less than significant.

Alternative 2

Alternative 2 would have the same impacts to workers, regarding contaminated soils and groundwater, as the proposed project. Impacts related to contaminated soils would be less than significant, similar to the proposed project.

Alternative 2 would also require the abandonment, protection in place or relocation of the nine groundwater monitoring wells at the project site and have the same potential to unearth USTs and ACM Transite piping as the proposed project. Impacts would be less than significant, and in the case of that Transite piping is uncovered, less than significant with implementation of mitigation, similar to the proposed project

Development under Alternative 2 would result in less building square footage than the proposed project, however the amount of hazardous materials transported, used and disposed during construction activities, would be the same as the proposed project because Alternative 2 would need to grade for the additional parking required for this Alternative . Under this alternative, building square footage is reduced over the proposed project, which would reduce the amount of hazardous materials used during operations. Impacts associated with the routine use, transport, and disposal as well as accidental release or exposure to hazardous materials would be less than significant, similar to the proposed project.

The Alternative 2 project site would also be listed on the Cortese list, but it would not create a significant hazard to the public or the environment, similar to the proposed project.

For Alternative 2, the CEM health risk analysis would also demonstrate that all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure. Impacts would be less than significant, similar to the proposed project.

Alternative 2 would not be constructed on land located within an airport land use plan, although it is located within two miles of a public airport. Impacts would be less than significant, similar to the proposed project.

Alternative 2 would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, similar to the proposed project.

Under Alternative 2, impacts resulting from contaminated soils and groundwater, monitoring wells, Transite pipe possibly containing asbestos, USTs, inclusion on the Cortese list, CEM health risk, location by an airport and interference with emergency response or evacuation plans would be similar (less than significant with implementation of mitigation for Transite piping, if required) when compared with the proposed project. Impacts resulting from the routine use, transport and disposal and the accidental upset hazard regarding hazardous materials used in construction would be less (less building square footage developed) when compared to the proposed project. Impacts resulting from the routine use, transport and disposal and the accidental upset hazard regarding hazardous materials used in operations would be reduced (reduced square footage) when compared to the proposed project.

Hydrology and Water Quality

Proposed Project

Project construction activities would include the use of heavy equipment and construction-related chemicals and could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters or groundwater. Construction activities would also expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Construction activities may encounter perched groundwater that would require dewatering. If dewatering is required, all groundwater would be treated prior to discharge. Compliance with the Construction General Permit, SWPPP, NPDES requirements, MS4 Permit, the projects SWPPP, the BMC, and other local regulations that require BMPs and source control measures are considered protective of water quality and would prevent a substantial violation of water quality standards, including TMDL limits applicable to the Burbank Western Channel and regulate waste discharge requirements minimizing the potential for contributing additional sources of polluted runoff. Therefore, compliance with applicable regulatory requirements, could reduce potentially significant impacts to a less than significant level.

Since the project site is located in the Burbank Operable Unit of the San Fernando Valley Superfund Site, construction activities could uncover previously contaminated soils. Adherence to PDF Hydro-2 would be protective of water quality by implementing isolation management measures of any suspected contamination and would reduce potentially significant impacts to a less than significant level.

Stormwater discharge associated with operation of the proposed project may include pollutants of concern, which are expected to be generated by the project. Stormwater runoff can flow directly into storm drains and continue untreated into the Burbank Western Channel which would degrade

water quality in surface waters and groundwater and could affect drinking water, human health, and plant and animal habitats. Implementation of PDF Hydro-1 and PDF Hydro-2 for the project would satisfy BMC and MS4 permit requirements and would ensure compliance with water quality standards for stormwater runoff and project waste discharge requirements. Therefore, operational impacts would be less than significant.

As groundwater in the area is monitored as part of the San Fernando Valley Groundwater Basin Superfund Site, the proposed project would not directly access any underlying groundwater resources. Water would be supplied for project operations by the Burbank Water and Power and would not substantially deplete groundwater supplies. The project site is primarily impervious surfaces due to past uses. Project implementation would not increase the amount of impervious surfaces at the project site so the project would not interfere with groundwater recharge. Project construction and operation impacts associated with depleting groundwater supplies or interfering with groundwater recharge are less than significant.

As the project site is developed with primarily impervious surfaces, the project would not substantially alter the existing drainage pattern of the project site or result in substantial erosion or siltation. Standard construction phase BMPs, required as part of the permitting process, would decrease the potential for significant erosion or sedimentation from soil disturbance associated with construction of the project to a less then significant level. Implementation of PDF-Hydro 1 would ensure that operation of the project would not substantially alter drainage patterns across the project site, thereby reducing the potential for erosion or siltation impacts on-site or off-site to a less than significant level.

Although grading would occur throughout the project site, the resultant ground disturbance would be spread over the project site and would not significantly alter the overall topography, as the project site has been previously graded, nor cause there to be flooding on-site or off-site. Project construction would not result in a substantial increase in the rate or amount of surface runoff or cause flooding on-site or off-site and impacts would be less than significant. Currently, surface runoff at the project site is via sheet flow to the storm drains. The project would not substantially alter the existing drainage pattern of the project site, area, or receiving waters, or result in on-site or off-site flooding. The project would have a relatively similar amount of impervious surfaces that currently exist at the project site and hydrologic boundaries would closely match existing conditions. According to hydrologic analysis, the peak stormwater runoff volumes from the site would actually be less under the proposed project than what was calculated for existing conditions (Thienes 2017a). Thus, the rate of stormwater across the project site would not increase. Implementation of PDF Hydro-1 would ensure that the project is designed to meet drainage control requirements to ensure that peak runoff volumes are reduced. In addition, because there are no rivers or streams in the vicinity, the project would not alter a river or stream. Therefore, long-term impacts on drainage patterns across the project site that could result in substantial increased rate or volume of stormwater runoff resulting in flooding on-site or off-site would be less than significant

Construction of the proposed project is not expected to generate large amounts of water that would substantially increase the rate or amount of surface runoff, or exceed the capacity of

existing or planned stormwater drainage systems and impacts would be less than significant. Currently, the project site contains approximately 14-acres of impervious surfaces. Project implementation would not increase the impervious surface area at the project site, rather the project would reduce impervious surfaces to approximately 7 to 8 acres. Since the project would decrease peak stormwater flow rates the amount of stormwater runoff and associated pollutants would be reduced. Furthermore, the project will require compliance with PDF Hydro-1, which would ensure that stormwater runoff would not supply additional sources of polluted runoff and would not exceed the capacity of existing or planned stormwater drainage systems as it has to be designed to hold 100 percent of the stormwater quality runoff volume. As a result, project implementation is not expected to increase stormwater volumes or rates of discharge or add additional pollutants to stormwater drainage systems and impacts would be less than significant.

Alternative 2

Similar to the proposed project, Alternative 2 construction activities could result in accidental spills or disposal of potentially harmful materials that could wash into and pollute surface waters or groundwater. Construction activities would also expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Construction activities may encounter perched groundwater, that would require dewatering, and/or contaminated soils. Impacts associated with construction would be less than significant, similar to the proposed project.

Stormwater discharge associated with operation of Alternative 2 may include pollutants of concern, which are expected to be generated by the project. Impacts would be less than significant, similar to the proposed project.

Alternative 2 would not directly access any underlying groundwater resources. Water would be supplied for project operations by the Burbank Water and Power and would not substantially deplete groundwater supplies. The project site is primarily impervious surfaces due to past uses (14-acres). Similar to the proposed project, implementation of Alternative 2 would not increase the amount of impervious surfaces at the project site but would rather reduce impervious surfaces and would not interfere with groundwater recharge. Impacts associated with depleting groundwater supplies or interfering with groundwater recharge are less than significant, similar to the proposed project.

Alternative 2 would not substantially alter the existing drainage pattern of the project site or result in substantial erosion or siltation. Impacts would be less than significant, similar to the proposed project.

Alternative 2 would not significantly alter the overall topography or existing drainage pattern of the project site, as the project site has been previously graded, nor cause there to be flooding on-site or off-site. Impervious surfaces that would result from Alternative 2, are expected to be reduced from current conditions. Peak stormwater runoff volumes would not be expected to change significantly as a result of Alternative 2 from the proposed project. Implementation of PDF Hydro-1 would ensure that the project is designed to meet drainage control requirements to ensure that 100 percent of peak runoff volumes are contained. In addition, because there are no

rivers or streams in the vicinity, the project would not alter a river or stream. Impacts would be less than significant, similar to the proposed project.

Construction of Alternative 2 is not expected to generate large amounts of water that would substantially increase the rate or amount of surface runoff, or exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant, similar to the proposed project. Implementation of Alternative 2 is not expected to increase stormwater volumes or rates of discharge or add additional pollutants to stormwater drainage systems and impacts would be less than significant, similar to the proposed project.

Under Alternative 2, all impacts resulting from hydrology and water quality would be similar (less than significant), when compared to the proposed project.

Land Use and Planning

Proposed Project

The proposed project would be consistent with applicable portions of the City's General Plan that serve to avoid or mitigate an environmental effect. Therefore, implementation of the proposed project would not result in impacts related to conflict with relevant General Plan goals and policies. Additionally, the proposed project would ensure consistency with the existing and proposed zoning designations, resulting in a less than significant impact.

Moreover, an aircraft hazard and land use risk assessment was prepared for the proposed project which showed the project was consistent with the County's Comprehensive Land Use Plan (CLUP) resulting in a less than significant impact.

Alternative 2

Alternative 2 would not conform with the existing land uses at the site (Airport Zone), without having to apply for a General Plan amendment to land use designation and a zoning change. Implementation of Alternative 2 would result in reduced industrial uses from the proposed project and would introduce more office uses and another hotel. As with the proposed project with the implementation of a General Plan amendment and zone change, it is anticipated that the operational activities associated with Alternative 2 would also result in no impact related to conflicts with land use policies, plans, or regulations that serve to avoid or mitigate an environmental effect, similar to the proposed project.

Under Alternative 2, a zoning change would be required since a portion of the property is Airport Zone as the uses under this alternative would be consistent with the land uses designated for the project site (no zoning change required). Alternative 2 would have similar (less than significant impact overall), when compared to the propose project. Implementation of Alternative 2 would not conflict with land use policies, plans, or regulations that serve to avoid or mitigate an environmental effect and impacts would be similar (less than significant) when compared to the proposed project. Impacts regarding consistency with the County's CLUP would be similar (less than significant) when compared to the proposed project.

Noise

Proposed Project

Construction-related noise has the potential to result in significant noise impacts at noise sensitive receptors. The proposed project would exceed the established noise standards and temporarily increase ambient noise during construction. With implementation of Mitigation Measure NOI-1, the noise levels during construction would be reduced to construction noise levels of up to 71 dBA L_{eq} to 61dBA L_{eq}, which is below the significance thresholds at the nearby receptor locations. Thus, potentially significant construction noise impacts would be reduced to a less than significant level with implementation of mitigation measures. Noise from off-site construction traffic would not increase noise levels over thresholds and impacts would be less than significant.

The proposed project would result in potentially significant impacts related to operational noise from mechanical equipment. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. Mitigation Measure NOI-2 is prescribed to comply with noise limitation requirements provided in Chapter 9-3-208 of the BMC. Therefore, with implementation of this mitigation, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than 5 dBA. Therefore, with implementation of mitigation measure NOI-2, operation of mechanical equipment would not exceed the City's thresholds of significance of 5 dBA or greater noise increase and impacts would be less than significant. Noise levels would not be increased above thresholds at sensitive receptors for loading dock, refuse collection, and parking related noise activities and impacts would be less than significant. Project related traffic would increase sound levels slightly above the significance threshold at North Kenwood Street and Cohasset Street. However, this intersection is surrounded by parking and warehouse land uses that are not noise sensitive. Therefore, off-site traffic related noise impacts would be less than significant.

An evaluation of the combined noise levels from the project's various operational noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum project-related noise level increase that may occur at the nearest noise-sensitive receptors. Noise sources associated with the project include loading area activities, refuse collection areas, parking lots, and on-site mechanical equipment. The nearest intersection to the nearest noise sensitive receptor North San Fernando Boulevard and Cohasset Street was applied to composite noise level analysis. The project would be estimated to increase the ambient noise level by approximately 4.6 dBA at the nearest noise sensitive receptor which is less than the significance threshold of a 5 dBA increase. As such, the composite noise level impact on the nearest sensitive receptors due to the project's future operations would be less than significant.

Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (i.e., backhoe, dozer, excavators, grader, loader, scraper, and haul trucks, etc.) generates vibrations that propagate through the ground and diminish in intensity with distance from the source. The construction related vibration levels at sensitive receptors would be less than significant for structure damage impacts.

The proposed project would result in less than significant impacts related to vibration and exposure to humans from airport noise. Additionally, construction vibration impacts related to human annoyance to the nearest sensitive receptor would be less than significant.

The project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. The potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be less than the significance criteria for building damage and human annoyance. As such, vibration impacts associated with operation of the project would be less than significant.

The project's location in Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The affected land uses on the project site would be industrial uses. The southernmost industrial land uses of the proposed project lies within the 65 CNEL noise contour for the Hollywood-Burbank Airport.[500] Industrial uses do not have designated land use noise thresholds under the General Plan Noise Element. Therefore, noise exposure from airport activities would be less than significant.

Alternative 2

Alternative 2 construction related noise would exceed the established noise standards and temporarily increase ambient noise during construction. With implementation of Mitigation Measure NOI-1, construction noise impacts would be reduced to a less than significant level, similar to the proposed project. Noise from off-site construction traffic would not increase noise levels over thresholds and impacts would be less than significant, similar to the proposed project.

Alternative 2 would result in potentially significant impacts related to operational noise from mechanical equipment. Implementation of Mitigation Measure NOI-2 would ensure that operation of mechanical equipment would not exceed the City's thresholds of significance and impacts would be less than significant, similar to the proposed project. Noise levels would not be increased above thresholds at sensitive receptors for loading dock, refuse collection, and parking related noise activities and impacts would be less than significant, similar to the proposed project. Project related traffic would increase sound levels slightly above the significance threshold at North Kenwood Street and Cohasset Street. However, this intersection is surrounded by parking and warehouse land uses that are not noise sensitive. Therefore, off-site traffic related noise impacts would be less than significant, similar to the proposed project.

Alternative 2 would be expected to have a slightly greater on-site composite noise level impact since it has reduced building square footage, as compared to the proposed project. However, its composite noise level impact on the nearest sensitive receptors is still expected to be less than

[500] Acoustical Analysis Associates, Incorporated, *Quarterly Noise Monitoring at Hollywood Burbank Airport Second Quarter 2017*, August 2017. Accessed at: http://hollywoodburbankairport.com/wp-content/uploads/2Q-2017-Quarterly-Noise-Report.pdf

significant, similar to the proposed project. Noise generated by Alternative 2 traffic is expected to increase.

Construction activities at the project site have the potential to generate low levels of groundborne vibration at sensitive receptors. Vibration impacts related to structural damage and human annoyance would be less than significant, similar to the proposed project.

Implementation of Alternative 2 would produce vibration impacts from mechanical and electrical equipment. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. Potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be below significance thresholds. Impacts would be less than significant, similar to the proposed project.

Alternative 2's location in Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The affected land uses on the project site would be industrial uses, retail, and hotel uses. Industrial uses do not have designated land use noise thresholds under the General Plan Noise Element. The project would also be required to be consistent with the Airport's Land Use Plan, for other land uses proposed by the Alternative (hotel and retail). Therefore, noise exposure from airport activities would be less than significant.

Under Alternative 2, noise impacts resulting from construction and traffic would result in short-term noise impacts that are similar (less than significant impact with mitigation) when compared to the proposed project. Operational noise impacts, including mechanical equipment, loading dock, refuse collection and parking, and traffic under this alternative would increase ambient noise levels, but with incorporation of mitigation, impacts would be similar (less than significant with mitigation) when compared with the proposed project. Operational composite noise levels under this alternative are expected to be less than), but similar (less than significant), when compared with the proposed project. Traffic noise is expected to increase, due to the increase in trips associated with Alternative 2. Construction and operational vibration impacts to structures and human annoyance would be similar (less than significant) when compared with the proposed project. Noise exposure impacts from airport activities would be similar (less than significant) when compared with the proposed project.

Population and Employment

Proposed Project

The proposed project would not induce substantial population growth, either directly or indirectly, in the City. Construction of the project would provide a short-term demand for workers, but is expected to draw them from the labor force within the region resulting in a less than significant impact.

Since the proposed project does not include a residential component, population within the city would not directly increase. Proposed project operations would increase employment opportunities in the city and would indirectly increase the population as new jobs could entice new residents. However, the City has already planned for this increase in the number of jobs

within the City's General Plan. Therefore, impacts associated with population and employment are less than significant.

Alternative 2

Alternative 2 would result in the development of 58,367 square feet less development and would generate different employment opportunities, with the reduction of industrial uses but introduction of more office and hotel uses. Construction of Alternative 2 would provide a short-term demand for workers, but is expected to draw them from the labor force within the region resulting in a less than significant impact, similar to the proposed project.

Alternative 2 does not include a residential component, so population within the city would not directly increase. However, this alternative would increase employment opportunities, over the proposed project, and could induce population growth in the city. This inducement of growth could be considered substantial; however, potential environmental effects associated with this inducement would be considered less than significant due to the ability of the city to meet housing needs as a result of the projected and planned growth within the city. Thus, Alternative 2 would result in less than significant impacts related to the inducement of population, similar to the proposed project.

Under the Alternative 2, impacts resulting from population and employment would be greater (generate more employment) but similar (less than significant), when compared to the proposed project.

Public Services

Proposed Project

The proposed project would add industrial buildings, office buildings, retail buildings, and a hotel to a currently vacant site. Construction efforts, associated with the proposed project, would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant.

Proposed project operations would require fire and police services which could result in an increased response time and/or the need for additional fire or police protection facilities. The project applicant would be required to pay a development impact fee to the City, to compensate for the project's potential impacts on fire and police facilities and operations by funding any necessary facility expansions or personnel increases. Therefore, impacts related to fire and police response time and facilities would be less than significant.

Alternative 2

Construction efforts, associated with Alternative 2, would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant, similar to the proposed project.

Alternative 2 would result in a reduced square footage of buildings on the project site, however the different used would result in more employees to the proposed project. The increase in employees would result in an increased demand for fire and police services under Alternative 2 as compared to the proposed project. The project applicant would be required to pay a development impact fee to the City to compensate for the potential impacts on fire and police facilities and operations by funding any necessary facility expansions or personnel increases needed. Therefore, impacts related to fire and police response time and facilities would be less than significant, similar to the proposed project.

Under the Alternative 2, impacts on fire and emergency response services during construction would be the same (less than significant) when compared to the proposed project. Impacts related to fire and police response time and facilities during operation of Alternative 2 would be greater (increased employees), but similar (less than significant after development fee), when compared to the proposed project.

Transportation and Traffic

Proposed Project

The proposed project, Existing plus Project scenario would result in significant impacts to 13 intersections during one of more of the three analyzed peak hours (AM, PM, and weekend). Additionally, based on a freeway ramp queuing analysis, two freeway ramps would experience queuing greater than the available storage during the AM peak hour: I-5 Southbound Off-Ramp & Hollywood Way (Intersection No. 2) and SR-134 Northbound Off-Ramp & Riverside Drive & Buena Vista Street (Intersection No. 27). For the Future plus Project scenario, 17 intersections would result in significant impacts during one or more of the three analyzed peak hours. Additionally, based on a freeway ramp queuing analysis, the same two freeway ramps would experience queuing greater than the available storage during the AM peak hour. Parking requirements are met by the proposed project resulting in a less than significant impact. To mitigate the significant impact to the intersections under the Existing plus Project and Future plus Project scenarios, mitigation measures 4.13-1 through 4.13-17, include improvement that would increase the capacity and/or efficiency of the roadway system at intersections. Although mitigation would be incorporated to the extent feasible, some intersections would still have significant impacts. Therefore, impacts regarding traffic increases at certain intersection would remain significant and unavoidable.

The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the closest CMP arterial monitoring locations due to the extended distance from the project site. Therefore, impacts to CMP arterial monitoring stations would be less than significant. There are six CMP freeway monitoring stations close to the project site. Approximately 30 percent of the project traffic is expected to travel through the monitoring station at the I-5 Freeway north of Burbank Boulevard Burbank Ramps resulting in a significant impact for both Existing plus Project and Future plus Project scenarios. The significant impact would only occur in the southbound travel direction during the PM peak-hour. There were no feasible mitigation measures identified to reduce this impact. Thus, this impact is significant and

unavoidable. All other CMP freeway monitoring stations are expected to see fewer than 150 trips resulting in a less than significant impact.

Given the frequency of the transit service, taken from existing schedules, in close proximity to the project site, the transit capacity is over 2,800 passengers in both the AM and PM peak periods. Of this capacity, approximately 60 percent would be provided by the Burbank Airport-North Metrolink Station at Hollywood Way & North San Fernando Boulevard, and 40 percent would be provided by existing bus service. Capacity calculations assume forty passengers per bus (standard 40-foot bus) and 444 passengers per train (three cars per train, 148 passengers per car). The proposed project would use less than three percent of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

According to the Hollywood-Burbank Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Hollywood-Burbank Airport. The tallest building proposed under the project would be the 166-room hotel, which would be a maximum of 69 feet tall, substantially less than the 200-foot height at which special marking and lighting could be required. The project applicant has filed Form 7460-1 for the construction of buildings located within the area of influence and has received FAA approval with a Determination of No Hazard to Air Navigation. Therefore, the height of the buildings proposed by the project would not result in changes to the air traffic patterns associated with the Hollywood Burbank Airport, and the impact would be less than significant.

The proposed project would include driveways along North Kenwood Street, Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. Access to the entire project site is available at each driveway. The driveway on North Hollywood Way & Tulare Avenue is currently signalized and is expected to remain signalized in the future. All other driveways would be unsignalized. All unsignalized driveways would operate at LOS D or better except for the northern driveway on North Hollywood, which would operate at LOS E during the AM period under the Future plus Project scenario. Therefore, the impact regarding design hazards at intersections would be less than significant.

The proposed project would not result in inadequate emergency access to the project site. A review of the site plan indicates that emergency vehicles can access the project site through all driveways along North Kenwood Street, North Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. All internal roadways will be designed to comply with the design requirements set forth in the California Fire Code. Based on the above, the number, location, and design of the proposed project driveways and internal roadways would accommodate emergency vehicle access to and circulation within the project site. Therefore, the impact would be less than significant.

The proposed project would not disrupt existing transit service, existing bicycle facilities, or pedestrian network impacts. The proposed project would not interfere with planned transit services, bicycle facilities, or pedestrian facilities. The proposed project would not be inconsistent with applicable adopted plans, guidelines, policies, or standards related to transit systems, bicycles, or pedestrians. Proposed physical mitigation measures (MM-TRANS-1 and MM-TRANS-9) that are proposed to reduce other potential Transportation and Traffic related impacts

would also be applicable to Impact 4.13-6. The provision of MM-TRANS-1 would reduce disruptions to existing bicycle facilities. The provision of MM-TRANS-9 would reduce disruptions to existing pedestrian facilities. The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the impact would be less than significant.

During construction of the proposed project, closures to travel lanes are not anticipated. In addition, there are no emergency services located within the immediate vicinity of the affected streets. Since travel lane closures during construction are not anticipated, the temporary construction impacts on the roadway network would be considered less than significant. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant. Construction is not anticipated to affect bus operations as construction and staging would not be located immediately adjacent to bus stops. Therefore, project construction would not require relocation of bus stops and construction impacts on transit operations would be less than significant. On-street parking on North Kenwood Street and Cohasset Street may be periodically restricted due to project construction activities. However, per PRC Section 21009, these temporary parking impacts would be less than significant.

Alternative 2

Alternative 2 would generate about 11,794 net daily trips, which is approximately 30 percent more than the proposed Project's 8,984 net daily trips. Alternative 2 would generate 1,741 trips in the AM peak hour, 1,799 trips in the PM peak hour, and 1,262 trips during the weekend mid-day peak hour (see Table 23 of Appendix J of this Draft EIR). This alternative would result in approximately twice as many trips in the AM peak hour and 50 percent more trips in the PM peak hour when compared to the proposed project. Weekend peak hour trip generation would be approximately 50 percent more than the proposed project.

Due to the increased trip generation rates in the AM and PM peak hours, this alternative would be expected to create at least as many significant and unavoidable impacts, if not more, for intersections, freeway queuing, CMP arterial and freeway monitoring stations, than the proposed project. In addition, fewer impacts may be able to be mitigated with the increase in trip generation during the weekday peak hours resulting in significant and unavoidable impacts, similar to the proposed project.

Given the frequency of the transit service in close proximity to the project site, as described above for the proposed project, and the anticipated number of transit users generated by Alternative 2, impacts are expected to be less than significant, similar to the proposed project.

According to the Hollywood-Burbank Airport Influence Area Map, the Alternative 2 project site is located within the planning boundary/airport influence area for the Hollywood-Burbank Airport. The tallest buildings proposed under the project would be the two 166-room hotel with a maximum height of 69 feet, which would be a maximum of 69 feet tall, would be substantially less than the 200-foot height at which special marking and lighting could be required.

Additionally, the height of the buildings would not result in changes to the air traffic patterns associated with the Hollywood-Burbank Airport and the impact would be less than significant, similar to the proposed project.

Alternative 2 would include driveways along North Kenwood Street, Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. Access to the entire project site is available at each driveway. Impact regarding design hazards at intersections are expected to be less than significant, similar to the proposed project.

Alternative 2 would not result in inadequate emergency access to the project site. Emergency vehicles can access the project site through all driveways along North Kenwood Street, North Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. All internal roadways will be designed to comply with the design requirements set forth in the California Fire Code. Based on the above, the number, location, and design of the proposed project driveways and internal roadways would accommodate emergency vehicle access to and circulation within the project site. Therefore, the impact would be less than significant.

Similar to the proposed project, Alternative 2 would not significantly conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities with the required implementation of MM-TRANS-1 and MM_TRANS-9. Given that Alternative 2 would result in approximately 30 percent more trips than the proposed project, increased traffic impacts would be greater than the proposed project, but would be less than significant with the implementation of. Required MM-TRANS-1 and MM_TRANS-9.

Construction of Alternative 2, is not expected to cause lane closures, restrict access to nearby sites, impede bus operations or require relocation of bus stops, or interfere with transit operations nearby; impacts would be less than significant, similar to the proposed project.

Under Alternative 2, traffic impacts resulting from the increased trip generation rates in the AM and PM peak hours would be greater (intersections, freeway queuing, CMP arterial and freeway monitoring stations), but similar (significant and unavoidable with incorporated mitigation), when compared with the proposed project. Transit capacity impacts, location within an Airport planning boundary impacts, intersection design hazard impacts, emergency site access impacts and lane closures and restricted access to transit operation impacts would be similar (less than significant) when compared to the proposed project.

Tribal Cultural Resources

As previously stated under Section 4.14.2, *Environmental Setting* (see Native American Consultation subsection), no requests for consultation were received from any of the Native American contacts regarding the AB 52 consultation letters sent by the City and no Native American resources were identified in the project site by the NAHC. As a result, no tribal cultural resources were identified to be present within the project site and, there would be no environmental impacts to known tribal cultural resources within the project site. However, in the event of an unanticipated discovery of archaeological resources and human remains that could

also be considered tribal cultural resources, Mitigation Measures MM-CUL-1 and MM-CUL-2 outlined in Chapter 4.3, *Cultural Resources*, shall be followed.

Proposed Project

Alternative 2

Under the Industrial Only Build Alternative, impacts resulting from tribal cultural resources would be similar when compared to the proposed project

Utilities

Proposed Project

Wastewater generated by construction of the proposed project would be minimal and would not exceed the capacity of disposal and treatment facilities. All wastewater would be treated to meet requirements of the LARWQCB before disposal. Therefore, impacts related to wastewater treatment requirements during project construction would be less than significant.

The proposed project would introduce commercial and industrial uses to the project site that would generate an estimated wastewater amount of 271,127 gallons per day (gpd) requiring treatment. The project would require tie in to the existing sanitary sewer system, but it is currently insufficient to meet the project needs and impacts would be significant. However, compliance with Mitigation Measure MM-UTIL-1, would require the project applicant to pay a portion of the necessary sewer infrastructure upgrades, which are determined as a percentage of the project's contribution to the sanitary sewer system. Mitigation Measure MM-UTIL-1 also requires the project applicant to pay sewer facility charges prior to issuance of a building permit. Following payment of fees for interconnection to the city sewer and compliance with City Municipal Code, the project would be equipped with the appropriate sewer connection and capacity to convey wastewater to the Burbank Water Reclamation Plant (BWRP) for treatment. Therefore, impacts related to the exceedance of wastewater treatment requirements would be less than significant.

Water uses for the proposed project would be supplied by Burbank Water and Power which has a sufficient supply to accommodate the project. The increase in population, which could result from the proposed project, and its increased water demand are accounted for in water demand projections. Wastewater would be conveyed to the BWRP, through the new sewer upgrades required in Mitigation Measure MM-UTIL-1, which has sufficient capacity to accommodate the proposed project. The proposed project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project. Therefore, impacts related to construction or expansion of the water or wastewater treatment facilities would be less than significant following implementation of mitigation.

The proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities whose construction would cause significant environmental effects. The proposed project would generate an estimated 50-year peak flow of 125.4 cubic feet per second (cfs) which is 6.9 cfs less than the existing 50-year peak flow rate of 132.3 cfs. Therefore, expansion of existing public stormwater drainage facilities would not be required and impacts are less than significant.

It is estimated that the project would generate approximately 8.2 tons of trash daily, which is approximately 3 percent of the Burbank Landfill's permitted throughput of 240 tons/day. The commercial components of the project (creative office, retail and hotel) must comply with AB 341, to recycle. To further reduce waste generated by the project, the creative industrial uses must comply with Mitigation Measure 4.15-2, which requires them to recycle to the maximum extent possible. Therefore, following implementation of Mitigation Measure 4.15-2 and compliance with pertinent regulations, the Burbank Landfill should have sufficient capacity to accommodate project waste requirements and impacts would be less than significant.

Alternative 2

Alternative 2 would result in the development of 58,367 less square feet of uses, including reduced industrial uses, but increased office and hotel uses on the project site. The more intensive land uses would result in increased demands on water, sewer, wastewater treatment, and landfill capacity as compared to the proposed project.

Wastewater generated by construction would be minimal and would not exceed the capacity of disposal and treatment facilities; impacts would less than significant, similar to the proposed project.

Alternative 2 would introduce new land uses to the project site that would generate wastewater requiring treatment. Alternative 2 is expected to generate approximately 1,123,118 gpd of wastewater, which is greater than that of the proposed project. Similar to the proposed project, Alternative 2 would require a connection to the existing sanitary sewer system, which is currently insufficient to meet the its anticipated demand. However, compliance with Mitigation Measure MM-UTIL-1 would require the project to fund sewer upgrades necessary in order for the project to have sufficient capacity to accommodate the increase of wastewater under this alternative. Similar to the proposed project, compliance with UTIL-1 would result in less than significant impacts related to the expansion of wastewater treatment facilities. The project would also result in less than significant impacts related to determination by a wastewater treatment provider that they would have inadequate capacity to serve the project.

Alternative 2 would require 236,238 gpd (265 AFY) of water to operate, which is greater than the proposed project's total water demand of 186 AFY given the additional development proposed under Alternative 2. Similar to the proposed project, it is assumed the demand associated with Alternative 2 has been accounted for in water demand projections, and there would be sufficient water supplies available during Alternative 2 operation. Further, Alternative 2 would be required to comply with CALGreen water-efficient plumbing requirements as well as the City's Sustainable Water Use Ordinance to encourage water conservation. Therefore, impacts related to water would be less than significant.

Alternative 2 is not expected to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities whose construction would cause significant environmental effects. Alternative 2 is expected to generate an estimated 50-year peak flow that is similar to the existing 50-year peak flow rate of 132.3 cfs. Alternative 2 will require compliance with PDF Hydro-1, which would ensure that stormwater runoff would not supply

additional sources of polluted runoff and would not exceed the capacity of existing or planned stormwater drainage systems as it has to be designed to hold 100 percent of the stormwater quality runoff volume. Therefore, expansion of existing public stormwater drainage facilities would not be required and impacts are less than significant, similar to the proposed project.

Alternative 2 is expected to generate slightly more trash than the proposed project due to its larger square footage. To reduce waste generated by Alternative 2, the creative industrial uses must comply with Mitigation Measure MM-UTIL-2, which requires them to recycle to the maximum extent possible. Therefore, following implementation of Mitigation Measure MM-UTIL-2, the Burbank Landfill should have sufficient capacity to accommodate Alternative 2's slightly larger waste requirements and impacts would be less than significant, similar to the proposed project.

Alternative 2 would similarly require the developer to pay fees associated with infrastructure upgrades. Alternative 2 would result in slightly greater impacts to utilities. However, impacts would remain less than significant after mitigation.

Under the Alternative 2, impacts resulting from utilities would be slightly greater (larger building would result in a larger demand for utilities), but similar (less than significant and less than significant with mitigation), when compared to the proposed project.

Wind

Proposed Project

The proposed project would not substantially degrade the existing wind conditions on the project site and its vicinity. The project buildings proposed are low-rise industrial and office buildings and one six-story hotel. Individually, these buildings in a urban setting are not tall enough to cause hazardous wind conditions for pedestrians in this vicinity. Although the proposed project would not result in substantial increases in wind speeds as compared with existing wind speeds on the vacant site, the known infrequent high-speed winds within the city would be expected to continue to occur and cause potential hazardous conditions for pedestrians that are outdoors within the project or elsewhere in the city. There is no indication that the project would increase the likelihood or increase the magnitude of that wind hazard risk to the public or to persons at the project site. Impacts associated with wind hazards would be less than significant.

Even without the new airport terminal in place, given the location, size, and orientation of the project buildings, the project would not alter the local wind conditions enough to have any noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways. With the new terminal in place, all wind effects of the project would be masked by the effects of the new airport terminal itself and impacts would be less than significant.

Alternative 2

Alternative 2 would result in the development of 58,367 square feet of industrial, retail and hotel uses on the project site, Under Alternative 2, the buildings on-site would be similar and have similar mass than the building of the proposed project.

Although Alternative 2 could be designed and built so as to not result in substantial increases in wind speeds as compared with existing wind speeds on the vacant site, the known infrequent high-speed winds within the city would be expected to continue to occur and cause potential hazardous conditions for pedestrians that are outdoors within the project or elsewhere in the city. Alternative 2 would not increase the likelihood or increase the magnitude of the wind hazard risk to the public or to persons at the project site. Impacts associated with wind hazards would be less than significant, similar to the proposed project.

Alternative 2 would not alter local wind conditions enough to have a noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways, similar to the proposed project.

Under Alternative 2, impacts associated with wind hazards would be similar (less than significant) when compared to the proposed project. Impacts associated with wind conditions having a noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways would be similar (less than significant) when compared with the proposed project.

Conclusion

Compared to the proposed project, Alternative 2 would reduce impacts related to air quality, greenhouse gas emissions, noise, and transportation, Significant and unavoidable impacts under the proposed project would remain significant and unavoidable for Alternative 2. Less than significant impacts related to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and land use and planning would be similar under Alternative 2 as compared to the proposed project. Aesthetic, air quality, energy, population and employment, utilities would be increased over the proposed project, which would also increase the demand for public services.

Alternative 2 would meet most of the project objectives. Additionally, it would provide retail amenities and more hotel uses to serve the project and surrounding businesses.

6.7 Alternative 3: Reduced Intensity Alternative

Under the Reduced Intensity Alternative, the project would be developed with the creative industrial, office and retail components. The hotel component would not be built. Alternative 3 reduces the overall square footage by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips, which is approximately a 56 percent reduction in trips from the proposed Project. Additionally, this alternative allows for more variety of uses than Alternative 2, Industrial Only Buildout.

The Reduced Intensity Alternative was chosen because it would reduce overall environmental impacts through a reduction of building square footage. With this Reduced Project Alternative, air quality, GHG, traffic, aesthetics, cultural, energy, noise, traffic and utilities would have slightly lower impacts, but the same significant and unavoidable impact, as the proposed project. All other disciplines would have the same impact as the proposed project under the Reduced Project Alterative as detailed below.

Aesthetics

Proposed Project

Construction related visual impacts would be typical of other construction activities throughout the City and would not be constant over the entire construction period because construction activities would be phased, and would cease once construction is completed. Therefore, because of the temporary nature of construction-related activities, potential impacts to visual character would be less than significant.

Development of the project site would generally improve the aesthetic quality of the existing site by eliminating deteriorating parking lots and eliminating open expanses of pavement. Development of the proposed project, and the visual changes that would result, are planned in the City's General Plan. Although the proposed project would alter the visual character of the project site, the proposed development would not be out of character for the city, where industrial, commercial, and office development in the area, are a common visual theme. Although implementation of the proposed project would alter the visual character of the project site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur and impacts would be less than significant.

Because the proposed project's site lighting would not substantially alter the character of areas surrounding the project site and would also not interfere with off-site activities, impacts related to project lighting would be less than significant. Glare just before sunset would be directed westward and downward, so would be intercepted by the new airport terminal structure. Although glare may be visible to pilots approaching from the west, it would be off-axis and insufficiently bright to distract attention or impair vision. Glare from the east- and west-side windows and metallic surfaces of the other office and industrial buildings would be similarly localized within the project site. Impacts from light and glare would be less than significant.

Alternative 3

Alternative 3 would result in development of industrial, office, and retail components without a hotel component. This reduces the square footage of the project by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Similar to the proposed project, this alternative would change the visual character of the project site by adding commercial, industrial, and office buildings; however, the overall development including building mass and scale would be reduced. Alternative 3's overall design and surface parking would be similar to the surrounding developments. Impacts would be less than significant, similar to the proposed project.

Since total square footage is reduced by 40 percent, this Alternative would introduce less light and glare to the project site and surrounding vicinity than the proposed project. Impacts resulting from light and glare would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, impacts resulting from visual change in character and project site quality would be less (building mass and scale), but similar (less than significant) when compared to the proposed project. Light and glare impacts would be less (introduce less light and glare), but still similar (less than significant), when compared with the proposed project.

Air Quality

Proposed Project

Construction of the proposed project would utilize off-road diesel equipment greater than 50 hp that meet USEPA Tier 4 off-road emission standards, as per PDF-AIR-1, to reduce emissions. As a result, construction of the proposed project would not result in emission which exceed the SCAQMD significance thresholds. Since the project incorporates control strategies in the AQMP to control short-term emissions, the project would not conflict with or obstruct implementation of the AQMP. Therefore, construction of the project would not conflict with or obstruct implementation of the AQMP nor result in emissions that exceed SCAQMD thresholds; impacts would be less than significant. Construction of the project would not result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor and impacts would be less than significant.

Operation of the project is consistent with the City's General Plan air quality goals and policies. The estimated increase in employment projected from the project are within SCAG's employment growth assumptions for Burbank. The proposed project is consistent with the City's General Plan and SCAG projections, therefore, impacts would be less than significant. Operational criteria pollutant emissions were calculated for area, energy, mobile and stationary sources. The operational-related daily emissions for the criteria and precursor pollutants (VOC, CO, SO_X, PM10, and PM2.5) would be below the SCAQMD thresholds of significance, however, the project would exceed the regional emissions threshold for NOx. Since operation of the project would potentially exceed the regional significance thresholds for NOx, the project could contribute to temporary impacts related to regional ozone, which could conflict with or obstruct implementation of the AQMP and impacts would be significant. Mitigation Measures AIR-1, AIR-2, and AIR-3 would mitigate impacts from mobile sources, which made the project exceed the NOx threshold. However, even with implementation of these mitigation measures, the project's NOx emissions would still exceed the SCAQMD regional significance thresholds and potentially conflict with or obstruct implementation of the AQMP; impacts are significant and unavoidable. As discussed above, operation of the project would exceed the NOx significance threshold and could therefore result in a cumulatively considerable contribution to a Federal or State non-attainment ozone precursor and impacts are significant. Implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, would reduce operational NOx impacts, but even with incorporation of all feasible mitigation measures, the project operation would still result in a cumulatively considerable net increase of NOx and impacts would remain significant and unavoidable.

Construction and operation of the proposed project would not exceed the localized significance threshold at off-site sensitive receptors. Additionally, the project would not exceed the CAAQS CO standards and would not result in CO hotspots. The project would not generate emissions of TACs that would result in a significant health impact to off-site sensitive receptors. The project is not expected to create objectionable odors from construction or operation. Therefore, construction and operation of the proposed project would not result in considerable LST, CO, TACs, or odors and impacts would be less than significant.

Alternative 3

Alternative 3 would result in development of industrial, office, and retail components without a hotel component. This reduces the square footage of the project by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips, which is approximately a 56 percent reduction from the proposed project.

Due to the fact that the total building square footage is reduced by 40 percent as compared to the proposed project, construction emissions under Alternative 3 would be less than those under the proposed project and would not exceed the SCAQMD regional significance threshold, similar to the proposed project. Construction of Alternative 3 would not conflict with or obstruct the implementation of the AQMP and would not result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor; impacts would less than significant, similar to the proposed project.

Operation of Alternative 3 is consistent with the City's General Plan air quality goals and policies. The estimated increase in employment projected from this alternative would be slightly less than the proposed project and are within SCAG's employment growth assumptions for Burbank. Alternative 3 is consistent with the City's General Plan and SCAG projections, therefore, impacts would be less than significant, similar to the proposed project.

The proposed project's NOx emissions were approximately twice the SCAQMD regional significance threshold, even with mitigation, resulting in a potential conflict or obstruction of the AQMP. Alternative 3 would reduce the level of NOx emissions as compared to the proposed project due to its smaller size and less net daily trips. However, the biggest source of NOx emissions, vehicle emissions, would only be reduced by 44 percent under this alternative, which likely is not enough to reduce NOx emissions to a less than significant level. Therefore, Alternative 3 would likely exceed regional NOx emissions thresholds and potentially conflict with or obstruct the implementation of the AQMP; impacts are significant and unavoidable. Since operation of Alternative 3 would exceed the NOx significance threshold it could, therefore, result in a cumulatively considerable contribution to a Federal or State non-attainment ozone precursor. Even with implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3, which would reduce operational NOx impacts, operation of Alternative 3 would still result in a cumulatively considerable net increase of NOx and impacts would remain significant and unavoidable. Therefore, operation of Alternative 3 would conflict with or obstruct implementation of the AQMP and result in emissions (NOx) that exceed SCAQMD thresholds; impacts would be significant and unavoidable, similar to the proposed project. Operation of Alternative 3 would also result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor and impacts would significant and unavoidable, similar to the proposed project.

Given the total building square footage under Alternative 3 is reduced by 40 percent from that of the proposed project, Alternative 3's localized emissions of regulated pollutants and associated health risk values would be less than the proposed project. Construction and operation of Alternative 3 would not exceed the localized significance threshold at off-site sensitive receptors. Additionally, Alternative 3 would not exceed the CAAQS CO standards, since it has less trips

associated with it, and would not result in CO hotspots. Alternative 3 would not generate emissions of TACs that would result in a significant health impact to off-site sensitive receptors. Alternative 3 is not expected to create objectionable odors from construction or operation. Therefore, construction and operation of Alternative 3 would not result in considerable LST, CO, TACs, or odors and impacts would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, construction emissions would not exceed SCAQMD thresholds, would not conflict with or obstruct implementation of the AQMP and would not result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor; impacts would be less than significant. Construction impacts would be less (reduction in criteria air emissions), but similar (less than significant impact) when compared to the proposed project. Operation of the Reduced Intensity Alternative would result in emissions (NOx) that exceed SCAQMD thresholds, conflict with or obstruct implementation of the AQMP and result in a cumulatively considerable contribution to a Federal or State non-attainment pollutant or ozone precursor (NOx); impacts would be significant and unavoidable even with mitigation. Operation impacts would be the less (decreased NOx impacts), but similar (significant and unavoidable with mitigation), when compared to the proposed project. Alternative 3 consistency with the City's General Plan air quality goals and SCAG's employment growth assumptions has the same (less than significant) impact when compared with the proposed project. Construction and operation of Alternative 3 would have the same impact (less than significant) with respect to LST, CO, TACs, or odors when compared to the proposed project.

Cultural Resources

Proposed Project

Two historic architectural resources have been previously recorded adjacent and within the project area, respectively. Hangar 1 and Hangar 2, adjacent to the project site, were previously recommended eligible for National Register, California Register, and local listing and are considered historical resources under CEQA. These hangars would not be directly impacted by project-related construction, nor, given their distance from the proposed project, indirectly impacted by visual or vibrational impacts from the proposed project. The other resource is North San Fernando Boulevard which was previously recommended eligible for National Register and California Register and is considered a historical resource under CEQA. Proposed project activities would impact the resource during road widening, but would not alter the general alignment of the road. These impacts would not result in changes to the character of the road or diminish its significance. The project would also include construction of above-ground structures (new commercial buildings) that have the potential to introduce a new visual element into the setting of the resource. However, since the setting of North San Fernando Boulevard is urbanized and industrial, the proposed project would not affect the resource's integrity and would not result in a substantial adverse change in its significance. Consequently, the impacts anticipated to North San Fernando Boulevard are considered less than significant.

No archaeological resources were identified in the project area, and the project would not result in an impact to known archaeological resources. However, there is potential for the project to encounter unknown subsurface archaeological resources during ground disturbance.

Implementation of Mitigation Measures 4.3-2a and 4.3-2b, would reduce potentially significant impacts to previously unknown archaeological resources that could qualify as historical resources or unique archaeological resources under CEQA to a less than significant level.

No vertebrate fossil localities lie directly within the project area; however, several vertebrate fossil localities been recorded between 3 to 6 miles away at depths between 14 and 170 feet below ground surface. The excavations at the project area are expected to reach down a maximum of 15 to 18 feet below surface. Given that fossils in the vicinity of the project area have been recovered from 14 feet below surface, it is recommended that paleontological monitoring be conducted for ground disturbing activities that exceed 10 feet in depth. Implementation of Mitigation Measures 4.3-3a and 4.3-3d, would reduce potentially significant impacts to fossil resources to a less than significant level.

There is a possibility that ground-disturbing activities could encounter previously undocumented human remains. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant, and as such, mitigation would be required. With implementation of Mitigation Measure 4.3-4a, impacts to human remains would be less than significant.

Alternative 3

Alternative 3 would still have two historic architectural resources close to the project site. As with the proposed project, only the North San Fernando Boulevard resource would be impacted through road widening but would not alter the general alignment of the road nor result in changes to the character of the road or diminish its significance. Impacts to historical resources are less than significant, similar to the proposed project.

Under Alternative 3, ground disturbing activities would still occur which have the potential to uncover unknown archaeological, vertebrate fossil, or human remains as the project site is currently undeveloped. Therefore, Alternative 3 could adversely affect unknown archaeological and vertebrate fossil resources, or human remains, similar to the proposed project. Implementation of mitigation measures 4.3-2a through 4.3-4a would reduce potentially significant impacts to a less than significant level.

Under the Reduced Intensity Alternative, impacts related to cultural resources would be similar (less than significant with mitigation) when compared to the proposed project.

Energy

Proposed Project

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and Mitigation Measures GHG-1 through 7, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation

Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

The proposed project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. The daily operation of the proposed project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site and municipal solid waste requiring collection and transport off-site. Construction and operation of the project would be consistent with State and Federal energy standards and would be designed to include numerous energy and waste saving features as well as waste reduction features that would achieve greater energy savings than required. The project would also be sited in a transportation-efficient location and achieve reductions in VMT from private automobiles traveling to and from the project site consistent with the 2016 RTP/SCS. As a result, the proposed project would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards and impacts would be less than significant.

Project construction would utilize energy for necessary activities and to transport construction materials and demolition debris to and from the project site. BWP and SoCal Gas have sufficient supplies and infrastructure to meet construction energy demands. Construction of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, construction of the proposed project would not have a significant impact on existing energy supplies or on existing energy infrastructure and impacts would be less than significant.

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCal Gas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDF-GHG-1 through 7, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 4.

The project is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel and impacts would be less than significant.

Alternative 3

Alternative 3 would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. In addition, as provided in PDF AIR-2 and Mitigation Measures GHG-1 through 7, this alternative would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use

characteristics. Alternative 3 would be consistent with the applicable goals and actions to minimize energy use from City, State, and Federal energy conservation plans and regulations. Therefore, Alternative 3 would be consistent with the City's applicable plans for conserving energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards. Impacts would be less than significant, similar to the proposed project.

Construction of Alternative 3 would utilize less energy for necessary activities and to transport construction materials and demolition debris to and from the project site because the square footage of construction is smaller. BWP and SoCal Gas have sufficient supplies and infrastructure to meet construction energy demands. Construction of this alternative would require less energy than the proposed project. Therefore, construction of Alternative 3 would not have a significant impact on existing energy supplies or on existing energy infrastructure and impacts would be less than significant, similar to the proposed project.

Implementation of Alternative 3 will decrease the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the proposed project. The required load for Alternative 3 would be less than the proposed project, forecasted projections by BWP and SoCalGas, show that the utilities would be able to meet Alternative 3's demand for electricity and natural gas services, since they can meet the demand of the proposed project. Utility supply and infrastructure impacts would be less than significant with implementation of PDF-GHG-1 through 7, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 4, similar to the proposed project.

Alternative 3 is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. Additionally, Alternative 3 would decrease daily auto trips by approximately 56 percent from the proposed project which would result in less transportation fuel impacts. Operation of Alternative 3 would result in less transportation fuel usage and impacts would be less than significant, similar to the proposed project.

The Reduced Intensity Alternative would have similar (less than significant) impacts on consistency with the City's applicable plans for conserving energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards when compared to the proposed project. Impacts related to construction energy usage regarding existing energy supplies or existing energy infrastructure would be slightly less (less energy demand), but similar (less than significant), when compared to the proposed project. Impacts related to operational energy use regarding existing energy supplies or existing energy infrastructure would be less (decreased energy demand), but similar (less than significant with mitigation) when compared to the proposed project. Impacts related to transportation fuel would be less (less auto trips), but similar (less than significant), when compared to the proposed project.

Geology and Soils

Proposed Project

Based on horizontal peak ground acceleration calculated for the proposed project, ground shaking would be a potentially significant impact, if buildings are not designed appropriately. The 2016 CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. The project site is not located in a potential liquefaction zone and is not likely to experience liquefaction and related phenomena such as liquefaction induced settlement. Soils on the project site indicate a potential for dynamic compaction. However, required compliance with appropriate structural design or other techniques would reduce potential construction and operational impacts related to seismically induced compaction. Construction and operational impacts related to seismically induced ground shaking, liquefaction, and dynamic compaction would be less than significant.

The project site is primarily artificial fill, and as a result, there are few areas of topsoil. The project site would be developed with buildings, paved areas, and limited open spaces and would have minimal to no areas of topsoil. Therefore, the project would not result in impacts related to the loss of topsoil. During construction activities for the project, specifically excavation and grading, the amount of impervious surfaces could be temporarily reduced, thus creating new exposed surfaces that would be subject to windborne soil erosion. Operational soil erosion could result from drainage issues and/or maintenance practices. Erosion impacts from construction and operation would be less than significant by complying with the applicable regulatory standards.

The project would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils. Soils may be potentially compressible/collapsible, have the potential for differential settlement, the potential for soil shrinkage and/or subsidence, and the potential to be corrosive. Project soil impacts resulting from compressible/collapsible soils, differential settlement, soil shrinkage and/or subsidence, and corrosive soils would be less than significant with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements.

Soils at the project site have a very low expansion index, thus impacts resulting from expansive soil would be less than significant.

Alternative 3

Since geology and soils hazards are generally site specific, development of the project site, under Alternative 3, would have similar impacts related to geology, soils, and seismicity as the proposed project. Under Alternative 3, construction and operational impacts related to seismically induced ground shaking, liquefaction, and dynamic compaction would be less than significant, similar to the proposed project.

Alternative 3 would result in less acreage (less square footage) being developed then the proposed project which would slightly reduce potential impacts related to soil erosion and loss of topsoil. Impacts would be less than significant, similar to the proposed project.

Alternative 3 would involve construction upon existing soils which are generally unconsolidated alluvial deposits that could be subject to collapse and documented and undocumented fill soils. Soils may be potentially compressible/collapsible, have the potential for differential settlement, the potential for soil shrinkage and/or subsidence, and the potential to be corrosive. Impacts resulting from compressible/collapsible soils, differential settlement, soil shrinkage and/or subsidence, and corrosive soils would be less than significant, similar to the proposed project, with adherence to the design standards outlined in the project *Geotechnical Engineering Investigation Report* and other applicable regulatory standards contained within the City's building code requirements would be less than significant.

Soils at the project site have a very low expansion index, thus impacts resulting from expansive soil would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, impacts resulting from soil erosion and loss of topsoil would be slightly less (less acreage developed), but still similar (less than significant), when compared to the proposed project. Impacts relating to exposure of people to seismically induced hazards would be slightly less (less square footage developed), but still similar (less than significant), when compared to the proposed project. Other impacts related to soils would similar (less than significant) when compared to the proposed project.

Greenhouse Gas Emissions

Proposed Project

Project operational GHG emissions, which include amortized GHG construction emissions, were calculated for the proposed project for information purposes, to quantify the project's potential GHG emissions and correlate to the Climate Change Scoping Plan, and supplement the primary threshold of significance, consistency with plans and policies adopted for the purpose of reducing GHG emissions. GHG emissions are regional in nature as they would occur over a relatively large area from multiple individual developments associated within the project's approximately 61-acre site. The majority of the emissions are from mobile sources; therefore, the majority of the emissions would occur from vehicles traveling over regional roadways. The project would not only meet the CALGreen Code mandatory requirements, but it would also implement voluntary measures, such as meeting CALGreen Tier 1 criteria. Additionally, the project would implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would further reduce mobile source emissions.

The project's GHG emissions from mobile sources would represent 0.02 percent of the Air Basin's annual mobile source GHG emissions. Additionally, the project's total GHG emissions would represent 0.04 percent of annual mobile source GHG emissions. The City's GGRP had a community-wide baseline emissions inventory of 1,682,494 $MTCO_2e$/yr for 2010. The project's GHG emissions would result in a 1.4 percent increase over the City's 2010 baseline emissions inventory, a 1.2 percent increase over the projected 2020 community-wide emissions, and a 1.1

percent increase over the projected 2035 community-wide emissions. The project's GHG emissions would represent a 13.1 percent increase in the City's emissions from 2010 to 2020, but only a 1.1 percent increase of the City's emissions in 2035.

The proposed project would be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs. Because the project's location, land use characteristics, and design characteristics is consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the project would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. Therefore, impacts would be less than significant. However, per the City's GGRP, the following mitigation, Mitigation Measures GHG-1, GHG-2 and GHG-3, are proposed to further reduce GHG emissions and consistency with the GGRP. Impacts after mitigation are still less than significant.

Alternative 3

Alternative 3 will have about 60 percent of the proposed project's industrial, office, and retail components and will not have a hotel component. Alternative 3 is estimated to generate about 56 percent of the net daily trips of the proposed Project. Alternative 3 will implement the same PDFs and mitigation measures as the proposed project. GHG emissions for Alternative 3 are expected to be less than those for the proposed project due to the 40 percent reduction in square footage of buildings and the 56 percent reduction in traffic associated with this alternative. Additionally, Alternative 3 would implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would further reduce mobile source emissions. Total building square footage would be reduced by 40 percent under Alternative 3, which would decrease GHG emissions from electricity use, natural gas use, water conveyance, wastewater treatment and solid waste over those of the proposed project. Truck trips would be reduced by 56 percent which would reduce mobile source impacts. Therefore, operation under Alternative 3 would result in decreased GHG emissions and associated impacts than the proposed project.

Similar to the proposed project, Alternative 3 is expected to be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs, including the requirements of State and Regional GHG policies, as well as with applicable actions and measures in City's General Plan and Greenhouse Gas Reduction Plan. The Alternative's consistency with these applicable regulatory plans and policies to reduce GHG emissions would minimize its GHG emissions and render GHG impacts less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, GHG emissions are expected to decrease (less square footage and traffic) when compared with the proposed project, but overall GHG impacts relating to emissions would be similar (less than significant) when compared to the proposed project after implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3. Alternative 3 is expected to be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions and resulting impacts would be similar (less than significant) when compared with the proposed project.

Hazards and Hazardous Materials

Proposed Project

The proposed project site is located within the Burbank Operable Unit of the San Fernando Valley Superfund Site which is contaminated with VOCs such as PCE and TCE. Construction workers may potentially encounter contaminated soil and/or groundwater. However, based on the numerous site investigations at the property, the likelihood of encountering contaminated soils higher than VOC screening levels is low. Additionally, based on the investigations, any soil vapors that may be encountered by workers during construction would be below the action levels and would not pose a threat to workers. Groundwater is found at depths of greater than 220 feet below ground surface. Therefore, there is no potential to encounter contaminated groundwater during construction activities. However, a project site-specific Health and Safety Plan will be implemented in order to minimize the risk of injury to site workers. Additionally, the project applicant has prepared a soil management plan, PDF HYDRO-2, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that project construction would not result in an unauthorized release of potential hazardous contaminants in soil through the use or transport of these materials that would create a hazard to the public or the environment. In the absence of any other known hazardous materials within the existing soil as well as with other existing regulatory requirements, no significant impacts related to hazards and hazardous materials would occur.

The project site has nine groundwater monitoring wells which would need to be abandoned or protected prior to grading activities or relocated as a result of project construction. Because these wells are part of a regional Superfund Site, modifications due to redevelopment activities need to be authorized by the EPA. Compliance with regulatory requirements would ensure that impacts would be less than significant.

During construction, the proposed project has the potential to unearth Transite piping, which may lie under the project site and may contain asbestos, during demolition activities, which could result in a potentially significant impact. With implementation of Mitigation Measure 4.7-1, requiring compliance with regulatory requirement concerning asbestos, would ensure the impacts associated with any Traniste piping uncovered that contains asbestos would be less than significant.

All known underground storage tanks, sumps and clarifiers have been removed from the project site or abandoned in place. However, during excavation activities, the workers have the potential to encounter USTs which were not previously removed. If USTs are encountered, they will be removed. Since they have already been properly abandoned there will be no impacts associated with removal. Therefore, the project would result in a less-than-significant impact with regard to USTs.

Construction of the project would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials. Any risk associated with transport, use, or

disposal of these materials would be minimized to less than significant levels through compliance with regulatory standards and regulations. Additionally, the proposed project would not 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 through compliance with applicable regulatory requirements. Therefore, impacts associated with upset and accident conditions involving the release of hazardous materials would be less than significant.

Project operation would include typical industrial, commercial retail, hotel and office uses and would use and produce typical hazardous materials and wastes such as fuel, paints, commercial cleansers, herbicides, and pesticides, solvents, and lubricants. Compliance with storage and use requirements would serve to minimize health and safety risks to people or structures associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials to a less than significant level.

Although the project site is included on the Cortese List pursuant to Government Code Section 65962.5, it would not create a significant hazard to the public or the environment. Compliance with PDF HYDRO-2 and other applicable rules and regulations would ensure that impacts related to location on a site on the Cortese list would be less than significant.

A conceptual exposure model (CEM) was prepared to assess impacts on workers during operational activities. The CEM identifies the potential sources of exposure (soil and groundwater), and the potential pathway to human exposure; ingestion of contaminated groundwater, inhalation of volatiles from sub-surface volatilization of contaminants, and inhalation or direct dermal contact with contaminated soil. As the CEM demonstrated, all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure, therefore, impacts on workers would be less than significant.

Although the project would be located within an airport land use plan and is within two miles of a public airport, it would not result in a safety hazard for people residing or working in the project area. Compliance with FAA regulations would ensure the safety of people residing or working in the project area. Therefore, impacts associated with the project's location in an airport land use plan would be less than significant.

The project would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts relating to interference with an adopted emergency response or evacuation plan would be less than significant.

Alternative 3

Alternative 3 would have the same impacts to workers, regarding contaminated soils and groundwater, as the proposed project. Impacts related to contaminated soils would be less than significant, similar to the proposed project.

Alternative 3 would also require the abandonment, protection in place or relocation of the nine groundwater monitoring wells at the project site and have the same potential to unearth USTs and

ACM Transite piping as the proposed project. Impacts would be less than significant, and in the case that Transite piping is uncovered, less than significant with implementation of mitigation, similar to the proposed project

Development under Alternative 3 would result in less square footage than the proposed project which would reduce the amount of hazardous materials transported, used and disposed during construction and operation activities. Impacts associated with the routine use, transport, and disposal as well as accidental release or exposure to hazardous materials would be less than significant, similar to the proposed project.

Under the Alternative 3 scenario, the project site would also be listed on the Cortese list, but it would not create a significant hazard to the public or the environment, similar to the proposed project.

For Alternative 3, the CEM health risk analysis would also demonstrate that all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure, therefore, impacts on workers would be less than significant, similar to the proposed project.

Alternative 3 would be located within an airport land use plan and within two miles of a public airport. Impacts would be less than significant, similar to the proposed project.

Alternative 3 would not impair or interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, impacts resulting from contaminated soils and groundwater, monitoring wells, Transite pipe possibly containing asbestos, USTs, inclusion on the Cortese list, CEM health risk, location by an airport and interference with emergency response or evacuation plans would be similar (less than significant, and less than significant with implementation of mitigation for Transite piping, if required), when compared with the proposed project. Impacts resulting from the routine use, transport and disposal and the accidental upset hazard regarding hazardous materials used in construction and operation would be less (less acreage and square footage) when compared to the proposed project.

Hydrology and Water Quality

Proposed Project

Project construction activities would include the use of heavy equipment and construction-related chemicals and could result in accidental spills or disposal of potentially harmful materials used during construction that could wash into and pollute surface waters or groundwater. Construction activities would also expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Construction activities may encounter perched groundwater that would require dewatering. If dewatering is required, all groundwater would be treated prior to discharge. Compliance with the Construction General Permit, SWPPP, NPDES requirements, MS4 Permit, the projects SWPPP, the BMC, and

other local regulations that require BMPs and source control measures are considered protective of water quality and would prevent a substantial violation of water quality standards, including TMDL limits applicable to the Burbank Western Channel and regulate waste discharge requirements minimizing the potential for contributing additional sources of polluted runoff. Therefore, compliance with applicable regulatory requirements, could reduce potentially significant impacts to a less than significant level.

Since the project site is located in the Burbank Operable Unit of the San Fernando Valley Superfund Site, construction activities could uncover previously contaminated soils. Adherence to PDF Hydro-2 would be protective of water quality by implementing isolation management measures of any suspected contamination and would reduce potentially significant impacts to a less than significant level.

Stormwater discharge associated with operation of the proposed project may include pollutants of concern, which are expected to be generated by the project. Stormwater runoff can flow directly into storm drains and continue untreated into the Burbank Western Channel which would degrade water quality in surface waters and groundwater and could affect drinking water, human health, and plant and animal habitats. Implementation of PDF Hydro-1 and PDF Hydro-2 for the project would satisfy BMC and MS4 permit requirements and would ensure compliance with water quality standards for stormwater runoff and project waste discharge requirements. Therefore, operational impacts would less than significant.

As groundwater in the area is monitored as part of the San Fernando Valley Groundwater Basin Superfund Site, the proposed project would not directly access any underlying groundwater resources. Water would be supplied for project operations by the Burbank Water and Power and would not substantially deplete groundwater supplies. The project site is primarily impervious surfaces due to past uses. Project implementation would not increase the amount of impervious surfaces at the project site so the project would not interfere with groundwater recharge. Project construction and operation impacts associated with depleting groundwater supplies or interfering with groundwater recharge are less than significant.

As the project site is developed with primarily impervious surfaces, the project would not substantially alter the existing drainage pattern of the project site or result in substantial erosion or siltation. Standard construction phase BMPs, required as part of the permitting process, would decrease the potential for significant erosion or sedimentation from soil disturbance associated with construction of the project to a less then significant level. Implementation of PDF-Hydro 1 would ensure that operation of the project would not substantially alter drainage patterns across the project site, thereby reducing the potential for erosion or siltation impacts on-site or off-site to a less than significant level.

Although grading would occur throughout the project site, the resultant ground disturbance would be spread over the project site and would not significantly alter the overall topography, as the project site has been previously graded, nor cause there to be flooding on-site or off-site. Project construction would not result in a substantial increase in the rate or amount of surface runoff or cause flooding on-site or off-site and impacts would be less than significant. Currently, surface

runoff at the project site is via sheet flow to the storm drains. The project would not substantially alter the existing drainage pattern of the project site, area, or receiving waters, or result in on-site or off-site flooding. The project would have a relatively similar amount of impervious surfaces that currently exist at the project site and hydrologic boundaries would closely match existing conditions. According to hydrologic analysis, the peak stormwater runoff volumes from the project site would actually be less under the proposed project than what was calculated for existing conditions (Thienes 2017a). Thus, the rate of stormwater across the project site would not increase. Implementation of PDF Hydro-1 would ensure that the project is designed to meet drainage control requirements to ensure that peak runoff volumes are reduced. In addition, because there are no rivers or streams in the vicinity, the project would not alter a river or stream. Therefore, long-term impacts on drainage patterns across the project site that could result in substantial increased rate or volume of stormwater runoff resulting in flooding on-site or off-site would be less than significant

Construction of the proposed project is not expected to generate large amounts of water that would substantially increase the rate or amount of surface runoff, or exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant. Project implementation would not increase the impervious surface area at the project site, Since the project would decrease peak stormwater flow rates the amount of stormwater runoff and associated pollutants would be reduced. Furthermore, the project will require compliance with PDF Hydro-1, which would ensure that stormwater runoff would not supply additional sources of polluted runoff and would not exceed the capacity of existing or planned stormwater drainage systems as it has to be designed to hold 100 percent of the stormwater quality runoff volume. As a result, project implementation is not expected to increase stormwater volumes or rates of discharge or add additional pollutants to stormwater drainage systems and impacts would be less than significant.

Alternative 3

Similar to the proposed project, Alternative 3 construction activities could result in accidental spills or disposal of potentially harmful materials that could wash into and pollute surface waters or groundwater. Construction activities would also expose soils for a limited time, allowing for possible erosion and sediments to enter into sheet flow runoff, which could enter the existing storm drain system. Construction activities may encounter perched groundwater, that would require dewatering, and/or contaminated soils. Impacts associated with construction would be less than significant, similar to the proposed project.

Stormwater discharge associated with operation of Alternative 3 may include pollutants of concern, which are expected to be generated by the project. Impacts would be less than significant, similar to the proposed project.

Alternative 3 would not directly access any underlying groundwater resources. Water would be supplied for project operations by the Burbank Water and Power and would not substantially deplete groundwater supplies. The project site is primarily impervious surfaces due to past uses. Implementation of Alternative 3 would not increase the amount of impervious surfaces at the project site and would not interfere with groundwater recharge. Impacts associated with depleting

groundwater supplies or interfering with groundwater recharge are less than significant, similar to the proposed project.

Alternative 3 would not substantially alter the existing drainage patterns at the project site or result in substantial erosion or siltation. Impacts would be less than significant, similar to the proposed project.

Alternative 3 would not significantly alter the overall topography or existing drainage pattern of the project site, as the project site has been previously graded, nor cause there to be flooding on-site or off-site. Impervious surfaces that would be, as a result of Alternative 3, are not expected to differ from current conditions. Peak stormwater runoff volumes would not be expected to change as a result of Alternative 3. Implementation of PDF Hydro-1 would ensure that the project is designed to meet drainage control requirements to ensure that 100 percent of peak runoff volumes are contained. In addition, because there are no rivers or streams in the vicinity, the project would not alter a river or stream. Impacts would be less than significant, similar to the proposed project.

Construction of Alternative 3 is not expected to generate large amounts of water that would substantially increase the rate or amount of surface runoff, or exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant, similar to the proposed project. Implementation of Alternative 3 is not expected to increase stormwater volumes or rates of discharge or add additional pollutants to stormwater drainage systems and impacts would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, all impacts resulting from hydrology and water quality would be similar (less than significant) when compared to the proposed project.

Land Use and Planning

Proposed Project

The proposed project would be consistent with applicable portions of the City's General Plan that serve to avoid or mitigate an environmental effect. Therefore, implementation of the proposed project would not result in impacts related to conflict with relevant General Plan goals and policies. Additionally, the proposed project would ensure consistency with the existing and proposed zoning designations, resulting in a less than significant impact.

Moreover, an aircraft hazard and land use risk assessment was prepared for the proposed project which showed the project was consistent with the County's Comprehensive Land Use Plan (CLUP) resulting in a less than significant impact.

Alternative 3

Alternative 3 would require a land use designation and/or zoning change, similar to the proposed project. Implementation of Alternative 3 would result in general industrial, commercial and retail uses that are consistent with the proposed land uses designated for the project site within the City's General Plan. As with the proposed project, it is anticipated that the operational activities associated with Alternative 3 would also result in no impact related to conflicts with land use

policies, plans, or regulations that serve to avoid or mitigate an environmental effect, similar to the proposed project.

Under the Reduced Intensity Build Alternative, a zoning change would be required; uses under this alternative would be consistent with proposed land uses designated for the project site resulting in an impact that is similar (less than significant impact) when compared to the propose project. Implementation of Alternative 2 would not conflict with land use policies, plans, or regulations that serve to avoid or mitigate an environmental effect and impacts would be similar (less than significant) when compared to the proposed project.

Noise

Proposed Project

Construction-related noise has the potential to result in significant noise impacts at noise sensitive receptor. The proposed project would exceed the established noise standards and temporarily increase ambient noise during construction. With implementation of Mitigation Measure 4.10-1, the noise levels during construction would be reduced to construction noise levels of up to 71 dBA L_{eq} to 61dBA L_{eq}, which is below the significance thresholds at the nearby receptor locations. Thus, potentially significant construction noise impacts would be reduced to a less than significant level with implementation of mitigation measures. Noise from off-site construction traffic would not increase noise levels over thresholds and impacts would be less than significant.

The proposed project would result in potentially significant impacts related to operational noise from mechanical equipment. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. Mitigation Measure 4.10-2 is prescribed to comply with noise limitation requirements provided in Chapter 9-3-208 of the BMC. Therefore, with implementation of this mitigation, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than 5 dBA. Therefore, with implementation of mitigation measure 4.10-2, operation of mechanical equipment would not exceed the City's thresholds of significance of 5 dBA or greater noise increase and impacts would be less than significant. Noise levels would not be increased above thresholds at sensitive receptors for loading dock, refuse collection, and parking related noise activities and impacts would be less than significant. Project related traffic would increase sound levels slightly above the significance threshold at North Kenwood Street and Cohasset Street. However, this intersection is surrounded by parking and warehouse land uses that are not noise sensitive. Therefore, off-site traffic related noise impacts would be less than significant.

An evaluation of the combined noise levels from the project's various operational noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum project-related noise level increase that may occur at the nearest noise-sensitive receptors. Noise sources associated with the project include loading area activities, refuse collection areas, parking lots, and on-site mechanical equipment. The nearest intersection to the nearest noise sensitive receptor North San Fernando Boulevard and Cohasset Street was applied to composite noise level

analysis. The project would be estimated to increase the ambient noise level by approximately 4.6 dBA at the nearest noise sensitive receptor which is less than the significance threshold of a 5 dBA increase. As such, the composite noise level impact on the nearest sensitive receptors due to the project's future operations would be less than significant.

Construction activities at the project site have the potential to generate low levels of groundborne vibration as the operation of heavy equipment (i.e., backhoe, dozer, excavators, grader, loader, scraper, and haul trucks, etc.) generates vibrations that propagate though the ground and diminish in intensity with distance from the source. The construction related vibration levels at sensitive receptors would be less than significant for structure damage impacts.

The proposed project would result in less than significant impacts related to vibration and exposure to humans from airport noise. Additionally, construction vibration impacts related to human annoyance to the nearest sensitive receptor would be less than significant.

The project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. The potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be less than the significance criteria for building damage and human annoyance. As such, vibration impacts associated with operation of the project would be less than significant.

The project's location in Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The affected land uses on the project site would be industrial uses. The southernmost industrial land uses of the proposed project lies within the 65 CNEL noise contour for the Hollywood-Burbank Airport.[501] Industrial uses do not have designated land use noise thresholds under the General Plan Noise Element. Therefore, noise exposure from airport activities would be less than significant.

Alternative 3

Similar to the proposed project, Alternative 3 would result in short-term construction-related noise

Alternative 3 construction related noise would exceed the established noise standards and temporarily increase ambient noise during construction. With implementation of Mitigation Measure 4.10-1, construction noise impacts would be reduced to a less than significant level, similar to the proposed project. Noise from off-site construction traffic would not increase noise levels over thresholds and impacts would be less than significant, similar to the proposed project.

[501] Acoustical Analysis Associates, Incorporated, *Quarterly Noise Monitoring at Hollywood Burbank Airport Second Quarter 2017*, August 2017. Accessed at: http://hollywoodburbankairport.com/wp-content/uploads/2Q-2017-Quarterly-Noise-Report.pdf

Alternative 3 would result in potentially significant impacts related to operational noise from mechanical equipment. Implementation of Mitigation Measure 4.10-2 would ensure that operation of mechanical equipment would not exceed the City's thresholds of significance and impacts would be less than significant, similar to the proposed project. Noise levels would not be increased above thresholds at sensitive receptors for loading dock, refuse collection, and parking related noise activities and impacts would be less than significant, similar to the proposed project. Project related traffic would increase sound levels slightly above the significance threshold at North Kenwood Street and Cohasset Street. However, this intersection is surrounded by parking and warehouse land uses that are not noise sensitive. Therefore, off-site traffic related noise impacts would be less than significant, similar to the proposed project.

Alternative 3 would be expected to have a decreased composite noise level impact since it has a less building square footage and less traffic associated with it, as compared to the proposed project. Therefore, its composite noise level impact on the nearest sensitive receptors would be less than significant, similar to the proposed project.

Construction activities at the project site have the potential to generate low levels of groundborne vibration at sensitive receptors. Vibration impacts related to structural damage and human annoyance would be less than significant, similar to the proposed project.

Implementation of Alternative 3 would produce vibration impacts from mechanical and electrical equipment. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. Potential vibration levels from all project operational sources at the closest existing building and human annoyance receptor locations would be below significance thresholds. Impacts would be less than significant, similar to the proposed project.

Alternative 3's location in Airport Influence Area (AIA) may expose people working in the project area to potentially significant noise levels. The affected land uses on the project site would be industrial uses. Industrial uses do not have designated land use noise thresholds under the General Plan Noise Element. Therefore, noise exposure from airport activities would be less than significant.

Under the Reduced Intensity Alternative, noise impacts resulting from construction and traffic would result in short-term noise impacts that are similar (less than significant impact with mitigation) when compared to the proposed project. Operational noise impacts, including mechanical equipment, loading dock, refuse collection and parking, and traffic under this alternative would increase ambient noise levels, but with incorporation of mitigation, impacts would be similar (less than significant with mitigation) when compared with the proposed project. Operational composite noise levels under this alternative are expected to be less (less square footage and traffic), but similar (less than significant), when compared with the proposed project. Construction and operational vibration impacts to structures and human annoyance would be similar (less than significant) when compared with the proposed project. Noise exposure impacts from airport activities would be similar (less than significant) when compared with the proposed project.

Population and Employment

Proposed Project

The proposed project would not induce substantial population growth, either directly or indirectly, in the city. Construction of the project would provide a short-term demand for workers, but is expected to draw them from the labor force within the region resulting in a less than significant impact.

Since the proposed project does not include a residential component, population within the city would not directly increase. Proposed project operations would increase employment opportunities in the city and would indirectly increase the population as new jobs could entice new residents. However, the City has already planned for this increase in the number of jobs within the City's General Plan. Therefore, impacts associated with population and employment are less than significant.

Alternative 3

Alternative 3 would result in the development of commercial, office, and industrial uses. Construction of Alternative 3 would provide a short-term demand for workers, but is expected to draw them from the labor force within the region resulting in a less than significant impact, similar to the proposed project.

Alternative 3 would generate slightly less employment opportunities than the proposed project and could induce population growth in the city. This inducement of growth could be considered substantial; however, potential environmental effects associated with this inducement would be considered less than significant due to the ability of the city to meet housing needs as a result of the projected and planned growth within the city. Thus, Alternative 3 would result in less than significant impacts related to the inducement of population compared to the proposed project.

Under the Reduced Intensity Alternative, impacts resulting from population and employment would be less (generate less employment), but similar (less than significant), when compared to the proposed project.

Public Services

Proposed Project

The proposed project would add industrial buildings, office buildings, retail buildings, and a hotel to a currently vacant site. Construction efforts, associated with the proposed project, would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant.

Proposed project operations would require fire and police services which could result in an increased response time and/or the need for additional fire or police protection facilities. The project applicant would be required to pay a development impact fee to the city, to compensate for the project's potential impacts on fire and police facilities and operations by funding any

necessary facility expansions or personnel increases. Therefore, impacts related to fire and police response time and facilities would be less than significant.

Alternative 3

Alternative 3 would result in a less development on the project site as compared to the proposed project. Construction efforts, associated with Alternative 3, would be typical in size and character and would not pose an unusual increase in demand to emergency services. Demand on fire and emergency response services during construction would be less than significant, similar to the proposed project.

Alternative 3 would result in a decreased demand for fire and police services compared to the proposed project because the Alternative would result in slightly less employees. Similar to the proposed project, Alternative 3 would result in a less than significant impact on public services.

Alternative 3 would result in less development, through decreased square footage of buildings and no hotel on the project site, which would result in slightly less employees than the proposed project. The decrease in employees would result in a decreased demand for fire and police services under Alternative 3 as compared to the proposed project. However, the project applicant would still be required to pay a development impact fee to the City to compensate for the potential impacts on fire and police facilities and operations by funding any necessary facility expansions or personnel increases needed. Therefore, impacts related to fire and police response time and facilities would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, impacts on fire and emergency response services during construction would be similar (less than significant) when compared to the proposed project. Impacts related to fire and police response time and facilities during operation of Alternative 3 would be less (less employees requiring increased protection), but similar (less than significant after development fee), when compared to the proposed project.

Transportation and Traffic

Proposed Project

The proposed project, Existing plus Project scenario would result in significant impacts to 13 intersections during one of more of the three analyzed peak hours (AM, PM, and weekend). Additionally, based on a freeway ramp queuing analysis, two freeway ramps would experience queuing greater than the available storage during the AM peak hour: North Hollywood Way & I-5 Southbound Off-Ramp (Intersection No. 2) and SR-134 Northbound Off-Ramp & Riverside Drive & Buena Vista Street (Intersection No. 27For the Future plus Project scenario, 17 intersections would result in significant impacts during one or more of the three analyzed peak hours. Additionally, based on a freeway ramp queuing analysis, the same two freeway ramps would experience queuing greater than the available storage during the AM peak hour. Parking requirements are met by the proposed project resulting in a less than significant impact. To mitigate the significant impact to the intersections under the Existing plus Project and Future plus Project scenarios, mitigation measures 4.13-1 through 4.13-17, include improvement that would increase the capacity and/or efficiency of the roadway system at intersections. Although

mitigation would be incorporated to the extent feasible, some intersections would still have significant impacts. Therefore, impacts regarding traffic increases at certain intersection would remain significant and unavoidable.

The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the closest CMP arterial monitoring locations due to the extended distance from the project site. Therefore, impacts to CMP arterial monitoring stations would be less than significant. There are six CMP freeway monitoring stations close to the project site. Approximately 30 percent of the project traffic is expected to travel through the monitoring station at the I-5 Freeway north of Burbank Boulevard Burbank Ramps resulting in a significant impact for both Existing plus Project and Future plus Project scenarios. The significant impact would only occur in the southbound travel direction during the PM peak-hour. There were no feasible mitigation measures identified to reduce this impact. Thus, this impact is significant and unavoidable. All other CMP freeway monitoring stations are expected to see fewer than 150 trips resulting in a less than significant impact.

Given the frequency of the transit service in close proximity to the project site, the transit capacity is over 2,800 passengers in both the AM and PM peak periods. Of this capacity, approximately 60 percent would be provided by the Burbank Airport-North Metrolink Station at Hollywood Way & North San Fernando Boulevard, and 40 percent would be provided by existing bus service. The proposed project would use less than 3 percent of available transit capacity during the peak hours. Based on this estimate, the project impact is expected to be less than significant.

According to the Hollywood-Burbank Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Burbank Bob Hope Airport. The tallest building proposed under the project would be the 166-room hotel, which would be a maximum of 69 feet tall, substantially less than the 200-foot height at which special marking and lighting could be required. The project applicant has filed Form 7460-1 for the construction of buildings located within the area of influence and has received FAA approval with a Determination of No Hazard to Air Navigation. Therefore, the height of the buildings proposed by the project would not result in changes to the air traffic patterns associated with the Hollywood-Burbank Airport, and the impact would be less than significant.

The proposed project would include driveways along North Kenwood Street, Hollywood Way, and North San Fernando Boulevard. Access to the entire project site is available at each driveway. The driveway on North Hollywood Way & Tulare Avenue is currently signalized and is expected to remain signalized in the future. All other driveways would be unsignalized. All unsignalized driveways would operate at LOS D or better except for the northern driveway on North Hollywood, which would operate at LOS E during the AM period under the Future plus Project scenario. Therefore, the impact regarding design hazards at intersections would be less than significant.

The proposed project would not result in inadequate emergency access to the project site. A review of the site plan indicates that emergency vehicles can access the project site through all

driveways along North Kenwood Street, North Hollywood Way, North San Fernando Boulevard, and Tulare Avenue. Given the number and placement of these driveway locations, emergency vehicle access is sufficient, and the impact would be less than significant.

The proposed project would not disrupt existing transit service, existing bicycle facilities, or pedestrian network impacts. The proposed project would not interfere with planned transit services, bicycle facilities, or pedestrian facilities. The proposed project would not be inconsistent with applicable adopted plans, guidelines, policies, or standards related to transit systems, bicycles, or pedestrians. Proposed physical mitigation measures (MM-TRANS-1 and MM-TRANS-9) that are proposed to reduce other potential Transportation and Traffic related impacts would also be applicable to Impact 4.13-6. The provision of MM-TRANS-1 would reduce disruptions to existing bicycle facilities. The provision of MM-TRANS-9 would reduce disruptions to existing pedestrian facilities. The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the impact would be less than significant.

During construction of the proposed project, closures to travel lanes are not anticipated. In addition, there are no emergency services located within the immediate vicinity of the affected streets. Since travel lane closures during construction are not anticipated, the temporary construction impacts on the roadway network would be considered less than significant. Pedestrian and vehicular access to properties located nearby to the project site will be open and unobstructed for the duration of construction. Since project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant. Construction is not anticipated to affect bus operations as construction and staging would not be located immediately adjacent to bus stops. Therefore, project construction would not require relocation of bus stops and construction impacts on transit operations would be less than significant. On-street parking on North Kenwood Street and Cohasset Street may be periodically restricted due to project construction activities. However, per PRC Section 21009, these temporary parking impacts would be less than significant.

Alternative 3

Alternative 3 would generate approximately 5,023 net daily trips, including 550 and 660 trips in the AM and PM peak hours, respectively (see Table 24 of Appendix J of this Draft EIR). The project is estimated to generate 294 trips during the weekend mid-day peak hour. These numbers represent approximately half of the trip generation of the proposed project.

Due to decreased trip generation rates in the AM and PM peak hours, this alternative would be expected to decrease significant and unavoidable impacts at many of the intersections, freeway queuing, CMP arterial and freeway monitoring stations, impacted by the proposed project. However, due to the high numbers of new trips expected under this alternative, several intersections, particularly along Hollywood Way, would still have significant and unavoidable impacts, similar to the proposed project.

Given the frequency of the transit service in close proximity to the project site, impacts are expected to be less than significant, similar to the proposed project.

According to the Hollywood-Burbank Airport Influence Area Map, the Alternative 2 project site is located within the planning boundary/airport influence area for the Burbank Bob Hope Airport. The tallest building proposed under the project would be substantially less than the 200-foot height at which special marking and lighting could be required. Additionally, the height of the buildings would not result in changes to the air traffic patterns associated with the Hollywood-Burbank Airport, and the impact would be less than significant, similar to the proposed project.

Alternative 3 would include driveways along North Kenwood Street, Hollywood Way, and North San Fernando Boulevard. Access to the entire project site is available at each driveway. Impact regarding design hazards at intersections are expected to be less than significant, similar to the proposed project.

Alternative 3 would not result in inadequate emergency access to the project site. Emergency vehicles can access the project site through all driveways along North Kenwood Street, North Hollywood Way, and North San Fernando Boulevard. All internal roadways will be designed to comply with the design requirements set forth in the California Fire Code. Based on the above, the number, location, and design of the proposed project driveways and internal roadways would accommodate emergency vehicle access to and circulation within the project site. Therefore, the impact would be less than significant.

Similar to the proposed project, Alternative 3 would not significantly conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Given that Alternative 3 would result in less trips than the proposed project and would be less than significant.

Construction of Alternative 3, is not expected to cause lane closures, restrict access to nearby sites, impede bus operations or require relocation of bus stops, or interfere with transit operations nearby; impacts would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, traffic impacts resulting from Alternative 3 would be less (intersections, freeway queuing, CMP arterial and freeway monitoring stations), but similar (significant and unavoidable with incorporated mitigation), when compared with the proposed project. Transit capacity impacts, location within an Airport planning boundary impacts, intersection design hazard impacts, emergency site access impacts and lane closures and restricted access to transit operation impacts would be similar (less than significant) when compared to the proposed project.

Tribal Cultural Resources

Proposed Project

As previously stated under Section 4.14.2, *Environmental Setting* (see Native American Consultation subsection), no requests for consultation were received from any of the Native American contacts regarding the AB 52 consultation letters sent by the City and no Native American resources were identified in the project site by the NAHC. As a result, no tribal cultural resources were identified to be present within the project site and, there would be no environmental impacts to known tribal cultural resources within the project site. However, in the

event of an unanticipated discovery of archaeological resources and human remains that could also be considered tribal cultural resources, Mitigation Measures MM-CUL-1 and MM-CUL-2 outlined in Chapter 4.3, *Cultural Resources*, shall be followed.

Alternative 3

Under the Reduced Intensity Alternative, impacts resulting from tribal cultural resources would be similar when compared to the proposed project.

Utilities

Proposed Project

Wastewater generated by construction of the proposed project would be minimal and would not exceed the capacity of disposal and treatment facilities. All wastewater would be treated to meet requirements of the LARWQCB before disposal. Therefore, impacts related to wastewater treatment requirements during project construction would be less than significant.

The proposed project would introduce commercial and industrial uses to the project site that would generate an estimated wastewater amount of 30,329 gallons per day (gpd) requiring treatment. The project would require tie in to the existing sanitary sewer system, but it is currently insufficient to meet the project needs and impacts would be significant. However, compliance with Mitigation Measure 4.15-1, would require the project applicant to pay a portion of the necessary sewer infrastructure upgrades, which are determined as a percentage of the project's contribution to the sanitary sewer system. Mitigation Measure 4.15-1 also requires the project applicant to pay sewer facility charges prior to issuance of a building permit. Following payment of fees for interconnection to the city sewer and compliance with BMC, the project would be equipped with the appropriate sewer connection and capacity to convey wastewater to the Burbank Water Reclamation Plant (BWRP) for treatment. Therefore, impacts related to the exceedance of wastewater treatment requirements would be less than significant.

Water uses for the proposed project would be supplied by Burbank Water and Power which has a sufficient supply to accommodate the project. The increase in population, which could result from the proposed project, and its increased water demand are accounted for in water demand projections. Wastewater would be conveyed to the BWRP, through the new sewer upgrades required in Mitigation Measure 4.15-1, which has sufficient capacity to accommodate the proposed project. The proposed project would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project. Therefore, impacts related to construction or expansion of the water or wastewater treatment facilities would be less than significant following implementation of mitigation.

The proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities whose construction would cause significant environmental effects. The proposed project would generate an estimated 50-year peak flow of 125.4 cubic feet per second (CFS) which is 6.9 cfs less than the existing 50-year peak flow rate of 132.3 cfs. Therefore, expansion of existing public stormwater drainage facilities would not be required and impacts are less than significant.

It is estimated that the project would generate approximately 8.2 tons of trash daily, which is approximately 3 percent of the Burbank Landfill's permitted throughput of 240 tons/day. The commercial components of the project (creative office, retail and hotel) must comply with AB 341, to recycle. To further reduce waste generated by the project, the creative industrial uses must comply with Mitigation Measure 4.15-2, which requires them to recycle to the maximum extent possible. Therefore, following implementation of Mitigation Measure 4.15-2 and compliance with pertinent regulations, the Burbank Landfill should have sufficient capacity to accommodate project waste requirements and impacts would be less than significant.

Alternative 3

Alternative 3 would result in less development on the project site. The reduced square footage would result in decreased demands on water, sewer, wastewater treatment, and landfill capacity as compared to the proposed project.

Wastewater generated by construction would be minimal and would not exceed the capacity of disposal and treatment facilities; impacts would be less than significant, similar to the proposed project.

Alternative 3 would introduce industrial, commercial and retail uses to the project site that would generate wastewater requiring treatment. Alternative 3 is expected to generate less wastewater based on the smaller square footage. Alternative 3 would require tie in to the existing sanitary sewer system, which is currently insufficient to meet the proposed demand of Alternative 3. Impacts would be similar to the proposed project. Compliance with Mitigation Measure UTIL-1 would mitigate impacts to a less than significant level, similar to the proposed project.

Alternative 3 would have a decreased demand for potable water over the proposed project. Water would be supplied by Burbank Water and Power which would have sufficient supply to accommodate the decreased demand under this alternative. Wastewater would be conveyed to the BWRP, through the new sewer upgrades proposed by the project, which would have sufficient capacity to accommodate the decreased wastewater demand under this alternative and would not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve this alternative. Therefore, impacts related to construction or expansion of the water or wastewater treatment facilities would be less than significant, similar to the proposed project.

Alternative 3 is not expected to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities whose construction would cause significant environmental effects. Alternative 3 is expected to generate an estimated 50-year peak flow that is similar to the existing 50-year peak flow rate of 132.3 cfs. Alternative 3 would require compliance with PDF Hydro-1, which would ensure that stormwater runoff would not supply additional sources of polluted runoff and would not exceed the capacity of existing or planned stormwater drainage systems as it has to be designed to hold 100 percent of the stormwater quality runoff volume. Therefore, expansion of existing public stormwater drainage facilities would not be required and impacts are less than significant, similar to the proposed project.

Alternative 3 is expected to generate less trash than the proposed project due to its smaller square footage. To reduce waste generated by Alternative 3, the creative industrial uses must comply with Mitigation Measure 4.15-2, which requires them to recycle to the maximum extent possible. Therefore, following implementation of Mitigation Measure 4.15-2, the Burbank Landfill should have sufficient capacity to accommodate Alternative 3's decreased waste requirements and impacts would be less than significant, similar to the proposed project.

Alternative 3 would similarly require the developer to pay fees associated with infrastructure upgrades. Alternative 3 would result in decreased impacts to utilities. However, impacts would remain less than significant after mitigation.

Under the Reduced Intensity Alternative, impacts resulting from utilities would be less (smaller building square footage would result in a decreased demand for utilities), but similar (impacts less than significant with mitigation), when compared to the proposed project.

Wind

Proposed Project

The proposed project would not substantially degrade the existing wind conditions on the project site and its vicinity. The project buildings proposed are low-rise industrial and office buildings and one six-story hotel. Individually, these buildings in a urban setting are not tall enough to cause hazardous wind conditions for pedestrians in this vicinity. Although the proposed project would not result in substantial increases in wind speeds as compared with existing wind speeds on the vacant site, the known infrequent high-speed winds within the city would be expected to continue to occur and cause potential hazardous conditions for pedestrians that are outdoors within the project or elsewhere in the city. There is no indication that the project would increase the likelihood or increase the magnitude of that wind hazard risk to the public or to persons at the project site. Impacts associated with wind hazards would be less than significant.

Even without the new airport terminal in place, given the location, size, and orientation of the project buildings, the project would not alter the local wind conditions enough to have any noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways. With the new terminal in place, all wind effects of the project would be masked by the effects of the new airport terminal itself and impacts would be less than significant.

Alternative 3

Under Alternative 3, development would be reduced by approximately 40 percent compared to the project. Alternative 3 would include industrial, office, and retail components, but would not include the hotel. The total building square footage would be 703,567 square feet. Under Alternative 3, the buildings on-site would be smaller and/or more spread out than the project buildings. However, these buildings could be designed and oriented to have no greater wind effects than the proposed project.

Although Alternative 3 could be designed and built so as to not result in substantial increases in wind speeds as compared with existing wind speeds on the vacant site, the known infrequent high-speed winds within the city would be expected to continue to occur and cause potential

hazardous conditions for pedestrians that are outdoors within the project or elsewhere in the city. Alternative 3 would not increase the likelihood or increase the magnitude of the wind hazard risk to the public or to persons at the project site, similar to the proposed project. Impacts associated with wind hazards would be less than significant, similar to the proposed project.

Alternative 3 would not alter local wind conditions enough to have a noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways, similar to the proposed project. Impacts would be less than significant, similar to the proposed project.

Under the Reduced Intensity Alternative, impacts associated with wind hazards would be similar (less than significant) when compared to the proposed project. Impacts associated with wind conditions having a noticeable effect on any aircraft that uses adjacent airport spaces, taxiways or runways would be similar (less than significant) when compared with the proposed project.

Conclusion

Compared to the proposed project, the Reduced Intensity Alternative would decrease overall environmental impacts. With this Reduced Intensity Alternative, aesthetics, air quality, energy, GHG, noise, traffic, aesthetics, cultural, energy, noise, population and employment, public service, traffic and utilities would have slightly lower impacts, but overall the same impact, as the proposed project. All other disciplines would have the same impact as the proposed project. Some significant and unavoidable impacts to intersections under traffic may be avoided with this alternative. However, overall significant and unavoidable impacts found for the proposed project would remain significant and unavoidable for Alternative 3.

Alternative 3 would meet all of the project objectives, except for development of a 166-room hotel.

6.8 Comparison of Alternatives

6.8.1 Alternative Comparison

A total of three alternatives were identified and analyzed to see if they met the project objectives for the proposed project. **Table 6-1** provides a summary comparison, by individual issue area, for each alternative to the project, with a full analysis of each alternative provided in Section 6.5 (Alternative 1: No Project/No Build), Section 6.6 (Alternative 2: Industrial Only Buildout), and Section 6.7 (Alternative 3: Reduced Intensity).

TABLE 6-1
ALTERNATIVE COMPARISON

Environmental Issue	Proposed Project	Alternative 1: No Project/ No Build	Alternative 2: Increased Office and Hotel Uses Alternative Planning Study	Alternative 3: Reduced Intensity
Aesthetics				
Visual Character	LS	NI(L)	LS(G)	LS(L)
Light or Glare	LS	NI(L)	LS(G)	LS(L)
Air Quality				
Air Quality Management Plan	SU	NI(L)	SU(G)	LS(L)
Air Quality Standards / Violations	SU	NI(L)	SU(G)	LS(L)
Sensitive Receptors	LS	NI(L)	LS(G)	LS(L)
Odors	LS	NI(L)	LS(G)	LS(L)
Cultural Resources				
Historical Resources	LS	NI(L)	LS(E)	LS(E)
Archaeological Resources	LSM	NI(L)	LSM(E)	LSM(E)
Paleontological Resources	LSM	NI(L)	LSM(E)	LSM(E)
Human Remains	LSM	NI(L)	LSM(E)	LSM(E)
Energy				
Energy Plans	LS	NI(L)	LS(E)	LS(E)
Energy Standards	LS	NI(L)	LS(E)	LS(E)
Energy Consumption	LSM	NI(L)	LSM(G)	LSM(L)
Energy Infrastructure	LSM	NI(L)	LSM(E)	LSM(L)
Geology and Soils				
Strong Seismic Shaking/Seismic-Related Ground Failure	LS	NI(L)	LS(E)	LS(L)
Soil Erosion or Topsoil Loss	LS	NI(L)	LS(L)	LS(L)
Unstable Geologic Location	LS	NI(L)	LS(E)	LS(E)
Expansive or Corrosive Soils	LS	NI(L)	LS(E)	LS(E)
Greenhouse Gas Emissions and Climate Change				
Greenhouse Gas Emissions	LSM	NI(L)	LSM(G)	LSM(L)
Conflict with Plan, Policy, or Regulation that Reduces Emissions	LSM	NI(L)	LSM(E)	LSM(E)
Hazards and Hazardous Materials				
Routine Use	LSM	NI(L)	LSM(L)	LSM(L)
Accident Conditions	LSM	NI(L)	LSM(L)	LSM(L)
Hazardous Materials Site Listing	LS	NI(L)	LS(E)	LS(E)
Airport Hazards	LS	NI(L)	LS(E)	LS(E)

Environmental Issue	Proposed Project	Alternative 1: No Project/ No Build	Alternative 2: Increased Office and Hotel Uses Alternative Planning Study	Alternative 3: Reduced Intensity
Emergency Plans	LS	NI(L)	LS(E)	LS(E)
Hydrology and Water Quality				
Water Quality Standards and Discharge Requirements	LS	NI(L)	LS(E)	LS(E)
Groundwater Supplies and Recharge	LS	NI(L)	LS(E)	LS(E)
Drainage Pattern: Erosion or Siltation	LS	NI(L)	LS(E)	LS(E)
Drainage Pattern: Flooding	LS	NI(L)	LS(E)	LS(E)
Runoff Water and Drainage Systems	LS	NI(L)	LS(E)	LS(E)
Water Quality	LS	NI(L)	LS(E)	LS(E)
Land Use and Planning				
Conflict with Applicable Plans, Policies, or Regulations	LS	NI(L)	LS(E)	LS(E)
Noise				
Noise Levels in Excess of Standards	LSM	NI(L)	LSM(E)	LSM(E)
Excessive Groundborne Vibration	LS	NI(L)	LS(E)	LS(E)
Permanent Increase in Ambient Noise Levels	LSM	NI(L)	LSM(G)	LSM(E)
Temporary or Periodic Increase in Ambient Noise Levels	LSM	NI(L)	LSM(E)	LSM(G)
Airport Noise	LS	NI(L)	LS(E)	LS(E)
Population and Housing				
Population Growth	LS	NI(L)	LS(G)	LS(L)
Public Services				
Fire Protection	LS	NI(L)	LS(E)	LS(E) (Construction) LS(G) (Operation)
Police Protection	LS	NI(L)	LS(E)	LS(E) (Construction) LS(G) (Operation)
Transportation and Traffic				
Traffic Increase Project: Conflict with Applicable Plans	SU	NI(L)	SU(G)	SU(L)
Congestion Management Plan	SU	NI(L)	SU(G)	SU(L)
Air Traffic	LS	NI(L)	LS(E)	LS(E)

Environmental Issue	Proposed Project	Alternative 1: No Project/ No Build	Alternative 2: Increased Office and Hotel Uses Alternative Planning Study	Alternative 3: Reduced Intensity
Design Hazards	LS	NI(L)	LS(E)	LS(E)
Emergency Access	LS	NI(L)	LS(E)	LS(E)
Transit, Bicycle, and Pedestrian Facilities	LS	NI(L)	LS(G)	LS(L)
Construction that would affect vehicular traffic, bicycles and pedestrians, transit, or emergency access	LS	NI(L)	LS(E)	LS(E)
Tribal Cultural Resources				
Tribal Cultural Resources	LSM	NI(L)	LS(E)	LS(E)
Utilities				
Wastewater Treatment Requirements	LSM	NI(L)	LSM(G)	LSM(L)
New Water or Wastewater Facilities	LS	NI(L)	LS(G)	LS(L)
Stormwater Drainage Facilities	LS	NI(L)	LS(E)	LS(L)
Water Supplies	LS	NI(L)	LS(G)	LS(L)
Wastewater Treatment Capacity	LSM	NI(L)	LSM(G)	LSM(L)
Landfill	LSM	NI(L)	LSM(G)	LSM(L)
Wind				
Wind Conditions	LS	NI(L)	LS(E)	LS(E)
Wind Effects on Airport Spaces	LS	NI(L)	LS(E)	LS(E)

NI = No Impact
LS = Less than Significant
LSM = Less than Significant with Mitigation
SU = Significant and Unavoidable Impact
(L) = Less than Project
(G) = Greater than Project
(E) = Equivalent to Project

6.8.2 Project Objective Comparison

Below is a comparison of how well each of the alternatives meet the project objectives.

- Alternative 1, No Project/No Build, would not meet any of the project objectives.
- Alternative 2, Industrial Only Buildout, would meet all of the project objectives except:
  - create a mixed-use campus
  - development of a 166-room hotel.
  - provide retail amenities to serve the project site and surrounding businesses which will decrease traffic impacts.

- Alternative 3 would meet all of the project objectives except:
  - development of a 166-room hotel.

As shown, Alternatives 2 and 3 meet most of the project objectives, but Alternative 1 meets none of the project objectives.

6.9 Environmentally Superior Alternative

As required by *State CEQA Guidelines* Section 15126.6, one of the alternatives must be identified as the Environmentally Superior Alternative. The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. As shown in Table 6-1, implementation of Alternative 1, No Project/No Build Alternative would result in the greatest reduction of impacts when compared to the proposed project and would be the environmentally superior alternative. However, Section 15126.6(e)(2) of the *State CEQA Guidelines* states that if the environmentally superior alternative is the No Project Alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. Therefore, Alternative 3, Reduced Intensity Alternative, would result in the least amount of environmental impacts after the No Project/No Build Alternative. Therefore, the Reduced Intensity Alternative is the environmentally superior alternative.

The Reduced Intensity Alternative would result in less environmental effects compared to the proposed project, because it reduces building square footage by 40 percent, traffic by 56 percent, and would result in less potential employees. With the Reduced Intensity Alternative, aesthetics, air quality, cultural, energy, GHG, hazards and hazardous materials, hydrology and water quality, noise, population and employment, public service, traffic and utilities impacts would be incrementally reduced in each environmental discipline, but overall would have the same impact level as the proposed project. All other disciplines would have the same impact as the proposed project. The Reduced Intensity Alternative has significant and unavoidable impacts in air quality, similar to the proposed project, and traffic, less significant and unavoidable impacts to intersections than the proposed project, but traffic impacts would still be significant and unavoidable. However, while the Reduced Intensity Alternative would lessen air quality and some significant traffic impacts at intersections, it would not achieve one of the key project objectives, the 166-room hotel, that would be provided by the proposed project.

CHAPTER 7
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