NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

1.	**Project Title:**	Burbank-Glendale-Pasadena Airport Authority Development Agreement and Related Actions
2.	**Lead Agency Name and Address:**	Burbank-Glendale-Pasadena Airport Authority 2627 Hollywood Way Building #9, Room 210 Burbank, CA 91505 818-840-8840
3.	**Contact Person and Phone Number:**	David J. Full, AICP 415-896-5900
4.	**Project Location:**	Bob Hope Airport 2627 Hollywood Way Burbank, CA 91505
5.	**Project Sponsor's Name and Address:**	Burbank-Glendale-Pasadena Airport Authority 2627 Hollywood Way Building #9, Room 210 Burbank, CA 91505
6.	**General Plan Designation:**	Airport and General Industrial
7.	**Zoning:**	Airport, M-2, Planned Development (proposed)

8. Description of Project: The Burbank-Glendale-Pasadena Airport Authority (Authority) proposes to execute a development agreement with the City of Burbank (City) that would address development at Bob Hope Airport (Airport) for a fixed term of seven years. Generally, the proposed development agreement would freeze in place existing City rules and regulations governing development at the Airport in exchange for the Authority's agreement not to pursue certain other development and uses for the term of the development agreement. The agreement would grant vested rights to the Authority to proceed with the following four specific projects: (1) A-1 North Property Acquisition, which would enable the realignment of the terminal loop roadway, the development of a valet parking plaza and building, construction of an underpass to connect east and west sides of the A-1 North Property to allow integrated parking operations on both sides of the realigned Terminal Loop Roadway, development of a rental car center customer building, development of structured rental car parking (one elevated level), development of a rental car center quick turn around facility, and operation of passenger parking facilities, development of self parking facilities, and related Public Utility Code Section 21661.6 and zoning authorization; (2) realignment of the Terminal Loop Roadway west of the

Hollywood Way / Thornton Avenue intersection; (3) reconfiguration and partial relocation of Parking Lot A, and related Public Utility Code Section 21661.6 and zoning authorization; and (4) completion of Taxiway D. The Initial Study / Mitigated Negative Declaration also considers discretionary actions that will be taken by the City related to the Development Agreement, which are more fully described in the Initial Study.

9. Surrounding Land Uses and Setting: The location of the proposed project is at the Airport, on a portion of the Adjacent Property, and on a portion the A-1 North Property. A portion of the proposed Project would occur on property that is on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This area has been previously developed. The occupied properties in the vicinity of the project area are Airport–related land uses.

10. Other public agencies whose approval is required: City of Burbank and the Los Angeles County Airport Land Use Commission

11. Public Review Period: *Begins*: _____24 September 2004_____

Ends: _____18 October 2004_____

12. Proposed Date of Authority Hearing on the Mitigated Negative Declaration: 25 October 2004

13. Document Location: Administrative Offices
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

Anyone interested in this matter is invited to comment on the document in writing to:

Dan Feger, P.E.
Deputy Executive Director
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology / Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation / Traffic
- ☐ Utilities / Service Systems
- ☐ Mandatory Findings of Significance

DETERMINATION: **(To be completed by Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	For

BOB HOPE AIRPORT DEVELOPMENT AGREEMENT AND RELATED ACTIONS INITIAL STUDY

23 September 2004

PROJECT DESCRIPTION

INTRODUCTION

The Burbank-Glendale-Pasadena Airport Authority ("Authority") is the lead agency for the purpose of conducting environmental review of several proposed specific project components and a proposed development agreement between the City of Burbank ("City") and the Authority. These specific project components and the proposed development agreement together comprise a "Project" pursuant to the California Environmental Quality Act ("CEQA"). Figure 1 shows the locations of these various project components. This environmental review is being conducted pursuant to CEQA and the City has been deemed a responsible agency for the same purposes. The Authority and City have agreed, pursuant to CEQA Guideline 15051, regarding their respective roles as lead and responsible agencies in connection with the Project.

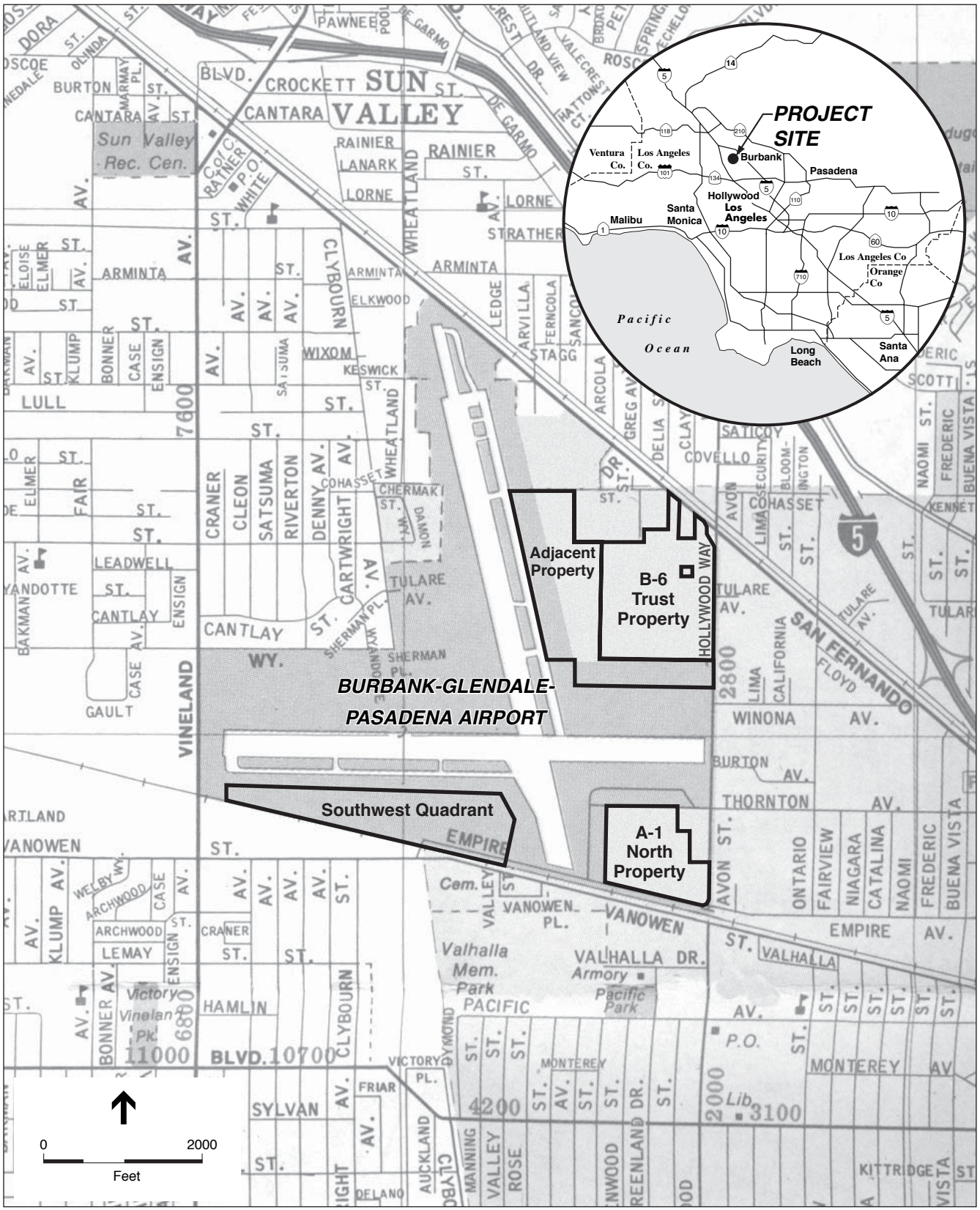
As the lead agency, the Authority, in consultation and cooperation with the City, has prepared an Initial Study evaluating the potential environmental effects of the Project. As required by CEQA, in addition to the other issues analyzed, the Authority has considered whether the Project would result in a safety hazard or noise impact for persons using the Airport or for persons residing or working in the project area. The Initial Study concludes that the Project would not have a significant impact on the environment.

The Initial Study will be available for public review for a period of 20 days, beginning 24 September 2004 and ending 18 October 2004. Members of the public and public agencies may submit written comments to the Authority at any time during the 20-day public review period. If, based on the whole of the record before it, the Authority finds that there is no substantial evidence upon which to make a fair argument that the proposed Project may have a significant effect on the environment, the Authority will adopt the negative declaration and consider approval of the Project.

Prior to reaching a decision on the applicable components of the proposed Project, the City must consider the environmental effects of those components as shown in the Mitigated Negative Declaration prepared by the Authority and reach its own conclusion as to whether and how to approve the various components that comprise parts of the proposed Project within the City's jurisdiction. As such, the Authority and the City have coordinated and consulted throughout the environmental review process.

The following is a list of the discretionary approvals associated with the proposed Project.

- Development agreement between the City and the Authority
- Two Public Utilities Code (PUC Section 21661.6) Applications by the Authority
- Rezoning by the City of two parcels from M-2 to Planned Development



SOURCE: Environmental Science Associates; Base-Rand McNally

Development Agreement and Related Actions / 204014 ■

Figure 1
Site Location Map

- Revisions to the 1999 title transfer agreements
- Municipal code amendments to the City's Zoning Ordinance and Building Code
- Los Angeles County Airport Land Use Commission Consistency Determination
- TEFRA (Tax Equity and Fiscal Responsibility Act) Hearing and Making of Findings by the City approving the Authority's issuance of tax-exempt financing

These approvals would enable the following actions by the Authority for certain project components:

- Purchase by the Authority of portions of the A-1 North Property
- Relocation of Parking Lot A onto the Adjacent Property
- Completion of Taxiway D on existing Airport property
- Reallocation of areas dedicated to parking on the A-1 North Property and relocation of rental car facilities to the A-1 North Property
- Realignment of the Terminal Loop Roadway onto the A-1 North Property

These approvals would enable the following action by the Authority and/or the City for certain project components (see Figure 1):

- Realignment of the Hollywood Way / Thornton Avenue / Terminal Loop Roadway Intersection

OVERVIEW OF PROPOSED PROJECT

The Authority proposes to execute a development agreement with the City that would address the extent to which the Authority can make changes to the Airport for a fixed term of seven years. Generally, the proposed development agreement would freeze in place existing City rules and regulations governing development at the Airport and limit or prohibit certain other development and uses for the term of the development agreement. The agreement also would allow the Authority to proceed with four specific projects described in detail below. The agreement also would allow the Authority and the City to meet the goal of working together to reduce nighttime noise in the Airport vicinity.

PROJECTS TO BE APPROVED AND CONSTRUCTED

The Project would include consideration of approval and implementation of the following four project components (see Figure 2):

- A-1 North Property Acquisition, which would include the acquisition of approximately 26.46 acres of property and would enable the realignment of the Terminal Loop Roadway, the development of a valet parking plaza, valet building, pick-up area porte cochere and valet parking and storage area, development of structured parking facilities (one elevated level) for rental car parking and storage, construction of an underpass to connect east and west sides of the A-1 North Property to allow integrated parking operations on both sides of the realigned Terminal Loop Roadway, development of a rental car center customer building, development of a rental car

center quick turn around facility, and development of passenger parking facilities, and related Public Utility Code Section 21661.6 Authorization

- Acquisition of 0.24 acres of the A-1 North Property for realignment of the Hollywood Way / Thornton Avenue / Terminal Loop Roadway Intersection

- Reconfiguration and Partial Relocation of Parking Lot A, and related Public Utility Code Section 21661.6 and zoning authorization

- Completion of Taxiway D

In addition to these four specific project components, the proposed development agreement would vest the currently applicable zoning for the term of the development agreement except as otherwise provided in the development agreement. Although no development in the subject area other than described above presently is contemplated by the Authority or the City, and no further development is reasonably foreseeable, development proposals, if any, during the term of the development agreement would be subject to the zone requirements of the applicable zone and subsequent CEQA review where applicable.

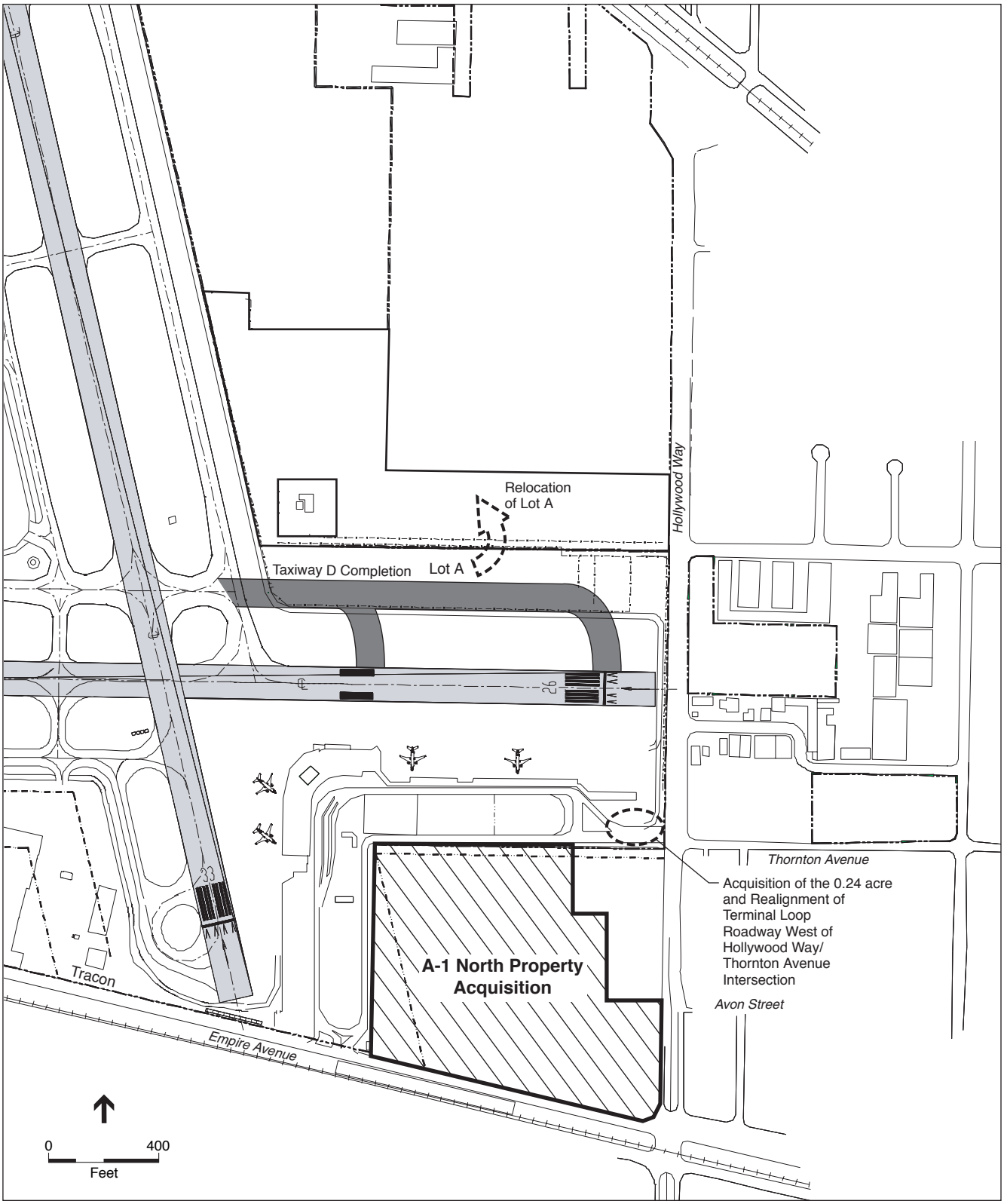
A-1 NORTH PROPERTY ACQUISITION

The A-1 North project component would result in the Authority acquiring a portion of the former Lockheed Corporation Plant A-1 North Property ("A-1 North Property") that is adjacent to the Airport and continuing to use the acquired property for parking, although in a different configuration. See Figure 1 for the location of the A-1 North Property.

The Authority maintains a total of 5,554 public parking spaces for use by passengers and airport employees. Passengers use short-term parking, long-term parking, and valet parking at the Airport. The passenger parking spaces are divided among the following eight locations: Lot A, which is located in the northeast quadrant of the Airport; Lot B, which is at the southeast corner of Hollywood Way and Winona Avenue; Lot C, which is on the north side of Thornton Avenue east of Hollywood Way; temporary overflow Lot D, which is on the B-6 Trust Property; the Short-Term Parking Lot and the Short-Term Parking Structure, which are immediately south of the terminal; the Car Wash, which is north of the eastern end of the Terminal Loop Roadway; the Valet East (Yellow) Lot, which is immediately south of the terminal; and the Valet South (White) Lot, which is located between the terminal and Empire Avenue (see Figure 3 and Table 1).

One of the Authority's parking lots currently is being used by airport employees: the Employee Lot, which is in the northeast quadrant of the Airport contiguous to Lot A (see Figure 3 and Table 1).

Off-Airport passenger and airport employee parking occurs at the A-1 North Property. This property is currently privately owned and operated. Parking at this location includes 2,176 spaces that have been paved and marked on approximately 21.2 acres (see Figure 3 and Table 1). A total of 7,730 public parking spaces exist on the combined lots maintained by the Authority and on the A-1 North Property (see the total for the Authority and the number of spaces on the A-1 North Property as shown in Table 1).

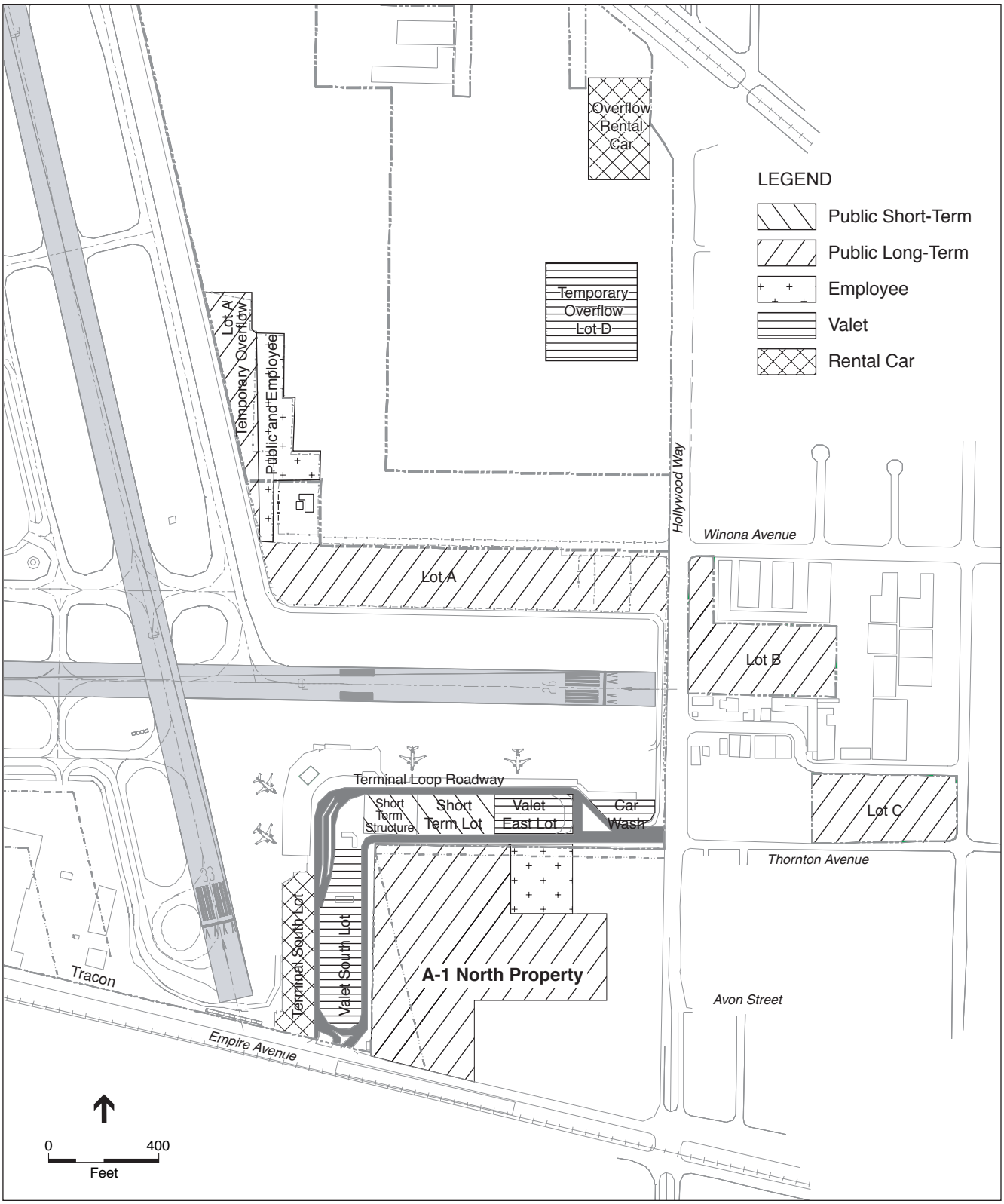


SOURCE: Environmental Science Associates

Development Agreement and Related Actions / 204014 ■

Figure 2

Projects to Be Approved and Constructed



SOURCE: Environmental Science Associates

Figure 3
Existing Parking Scenario

TABLE 1: EXISTING PASSENGER AND EMPLOYEE PARKING CAPACITY

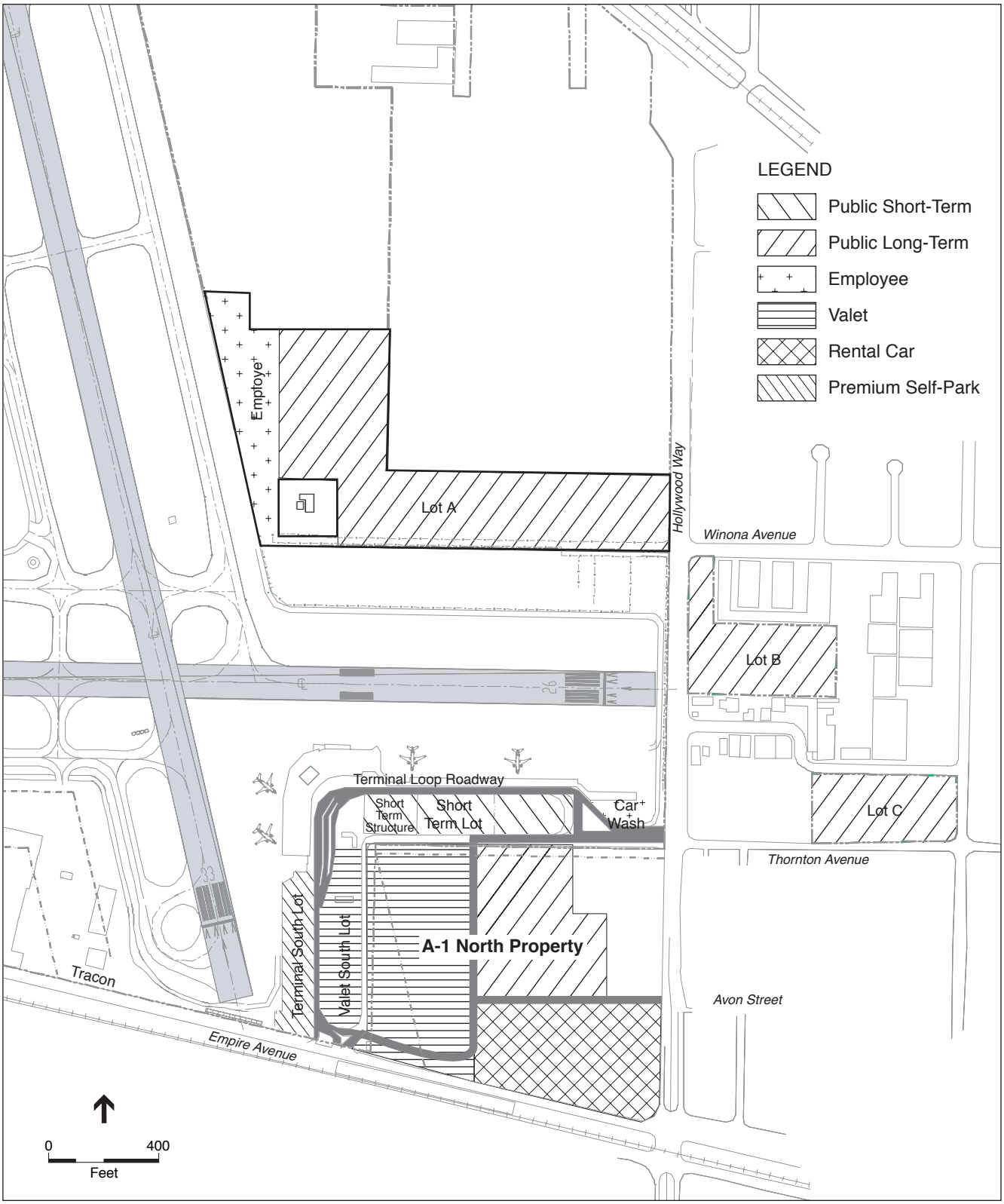
	Public Short-Term	Public Long-Term	Premium Self Park	Valet	Employee	**TOTAL**
A-1 Lot						0
Employee Lot /a/					196	196
Lot A /a/		1592				1592
Lot B		637				637
Lot C		518				518
Lot D /b/				1265		1265
Short-Term Structure / Lot	498					498
Car Wash				69		69
Terminal South Lot						0
Valet East Lot				197		197
Valet South Lot				582		582
AUTHORITY TOTAL	**498**	**2747**	**0**	**2113**	**196**	**5554**
A-1 NORTH (PRIVATE DEVELOPER) TOTAL	**0**	**2176**	**0**	**0**	**0**	**2176**
OVERALL TOTAL	**498**	**4923**	**0**	**2113**	**196**	**7730**

Source: Burbank-Glendale-Pasadena Airport Authority

/a/ The Employee Parking Lot and a portion of Lot A are used for temporary overflow parking as has been historically permitted.

/b/ The use of Lot D is governed by a 1999 stipulation which identifies its use for temporary overflow parking and the Authority has used it to store valet cars that are in excess of the on-Airport capacity.

As part of the Project, the Authority would acquire an approximate 6-acre graded but unpaved portion of the A-1 North Property. This portion of the A-1 North Property, if paved and landscaped, can accommodate approximately 764 self-park spaces. The Authority proposes to restripe and reconfigure the approximate 20.39-acre portion of the A-1 North Property to accommodate up to 2,940 spaces. This increased number of spaces is the sum of the existing 2,176 striped self-park spaces currently on the site, plus the 764 spaces of self-parking capacity that could be placed on the unpaved 6-acre portion of the A-1 North Property. This increased number of spaces can fit on the 20.39 acre portion because striping for valet storage allows more cars per acre to be stored than would normally be parked in a self-park configuration.



SOURCE: Environmental Science Associates

Figure 4
Future Parking Scenario

In addition to passenger and employee parking spaces, the Authority provides facilities for the operation of on-Airport rental car companies. A total of 300 rental car ready/return spaces are provided in the Terminal South Lot (Rental Ready Lot), which is immediately south of Terminal B. Approximately 1.5 acres of the B-6 Trust Property is used for temporary overflow parking for rental cars (see Figure 3). The Authority also provides an approximately 4.4-acre rental car maintenance and storage area in the southwest quadrant of the Airport off of Empire Avenue. In addition, some off-Airport rental car companies exist in the Airport vicinity. Parking associated with these off-Airport rental car companies exists at a variety of locations in the Airport vicinity, but none are controlled or operated by the Authority.

The proposed Project would result in changes in the number and distribution of passenger and employee parking spaces at the Airport (see Figure 4) as well as changes in areas designated for parking. The components of the proposed Project that would result in net increases and decreases in parking include the elimination of 1,265 overflow parking spaces on the B-6 Trust Property (see Lot D in Tables 2 and 3), the creation of 385 employee spaces on the Adjacent Property (see Employee Lot in Tables 2 and 3), the conversion of 300 ready return rental car spaces on the Terminal South Lot into 297 premium self-parking spaces, the conversion of 69 valet car wash spaces into 50 employee parking spaces, and the acquisition of parking spaces on the A-1 North Property.

The proposed Project would decrease the number of public parking spaces at the Airport by 254 spaces (the 764 spaces on the A-1 North Property plus the 297 premium self-parking spaces on the Terminal South Lot minus the 1,265 overflow parking spaces on Lot D on the B-6 Trust Property) and increase the number of employee parking spaces by 435 spaces (the 385 employee parking spaces in the Employee Lot and the 50 employee spaces converted from the valet car wash spaces). These figures are exclusive of rental car facilities; however, this component of the proposed Project would not result in a net increase in the number of rental car spaces because of expected retirement of off-airport parking facilities for rental cars.

To provide the Authority with some flexibility to respond to the needs of its passengers, the Authority anticipates that the type of parking that would occur on the A-1 Property could either be valet parking or a combination of valet parking and long-term public parking. Given the demand for valet parking, the minimum number of valet parking spaces on the A-1 North Property is assumed to be 1,826. Thus, the range of the number of valet parking spaces on the A-1 North Property would be 1,826 to 2,940 (assuming all spaces would be valet parking spaces). Conversely, the number of long-term public parking spaces would range from 0 to 1,114. In either case, the number of parking spaces on the A-1 North Property would be limited to 2,940. For the purposes of describing the greatest impact resulting from the acquisition of the A-1 North Property, it is assumed that of the 2,940 total parking spaces on the A-1 North Property, 1,826 would be for valet parking and 1,114 would be for public long-term parking. It is likely that the 1,826 valet parking spaces would be sited west of the northbound portion of the realigned Terminal Loop Roadway and that the 1,114 public long-term parking spaces would be sited east of the northbound portion of the realigned Terminal Loop Roadway. A possible variation in parking could locate some valet parking on the east side of the realigned Terminal Loop Roadway, if necessary, and that valet capacity combined with the remaining self parking capacity would not exceed 2,940 spaces. The

public long-term parking spaces would be accessible from either the northbound portion of the Terminal Loop Roadway or from the Hollywood Way / Avon Street intersection. Egress from the public long-term

TABLE 2: FUTURE PASSENGER AND EMPLOYEE PARKING CAPACITY

	Public Short-Term	Public Long-Term	Premium Self Park	Valet	Employee	**TOTAL**
A-1 Lot		1114		1826		2940
Employee Lot /a/					581	581
Lot A /a/		1592				1592
Lot B		637				637
Lot C		518				518
Lot D /b/						0
Short-Term Structure / Lot	668					668
Car Wash					50	50
Terminal South Lot			297			297
Valet East Lot						0
Valet South Lot				628		628
AUTHORITY TOTAL	**668**	**3861**	**297**	**2454**	**631**	**7911**
A-1 NORTH (PRIVATE DEVELOPER) TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
OVERALL TOTAL	**668**	**3861**	**297**	**2454**	**631**	**7911**

Source: Burbank-Glendale-Pasadena Airport Authority

/a/ The Employee Parking Lot and a portion of Lot A are used for temporary overflow parking as has been historically permitted.

/b/ The use of Lot D is governed by a 1999 stipulation which identifies its use for temporary overflow parking and the Authority has used it to store valet cars that are in excess of the on-Airport capacity.

parking spaces would be to the northbound portion of the Terminal Loop Roadway. In addition, it is assumed that a rental car center would be developed on approximately six acres on the southeastern portion of the A-1 North Property. The new allocation of parking spaces among all the available locations controlled by the Authority is shown in Table 3.

As a result of the acquisition of the A-1 North Property, the Authority would be able to provide covered short-term public parking in the Short-Term Lot and the Valet East Lot. Some of the canopies that currently exist on the A-1 North Property would be relocated to the Short-Term Lot and Valet East Lot.

For rental car parking, this project component would include 500 ready/return spaces in the rental car center on the A-1 North Property (see Figure 4). This would represent an increase of 200 ready/return spaces over the number of spaces in the existing Terminal South Lot (Ready Rental Lot) at the Airport. It is contemplated that some existing off-Airport rental car facilities would relocate to the new facility on the A-1 North Property. No changes would occur at the on-Airport rental car maintenance facility in the southwest quadrant of the Airport.

TABLE 3: CHANGES IN PASSENGER AND EMPLOYEE PARKING AS A RESULT OF THE PROPOSED PROJECT

	Public Short-Term	Public Long-Term	Premium Self Park	Valet	Employee	**TOTAL**
A-1 Lot	0	1114	0	1826	0	2940
Employee Lot /a/	0	0	0	0	385	385
Lot A /a/	0	0	0	0	0	0
Lot B	0	0	0	0	0	0
Lot C	0	0	0	0	0	0
Lot D /b/	0	0	0	-1265	0	-1265
Short-Term Structure / Lot	170	0	0	0	0	170
Car Wash	0	0	0	-69	50	-19
Terminal South Lot	0	0	297	0	0	297
Valet East Lot	0	0	0	-197	0	-197
Valet South Lot	0	0	0	46	0	46
BUR TOTAL	**170**	**1114**	**297**	**341**	**435**	**2357**
A-1 NORTH (PRIVATE DEVELOPER) TOTAL	**0**	**-2176**	**0**	**0**	**0**	**-2176**
OVERALL TOTAL	**170**	**-1062**	**297**	**341**	**435**	**181**

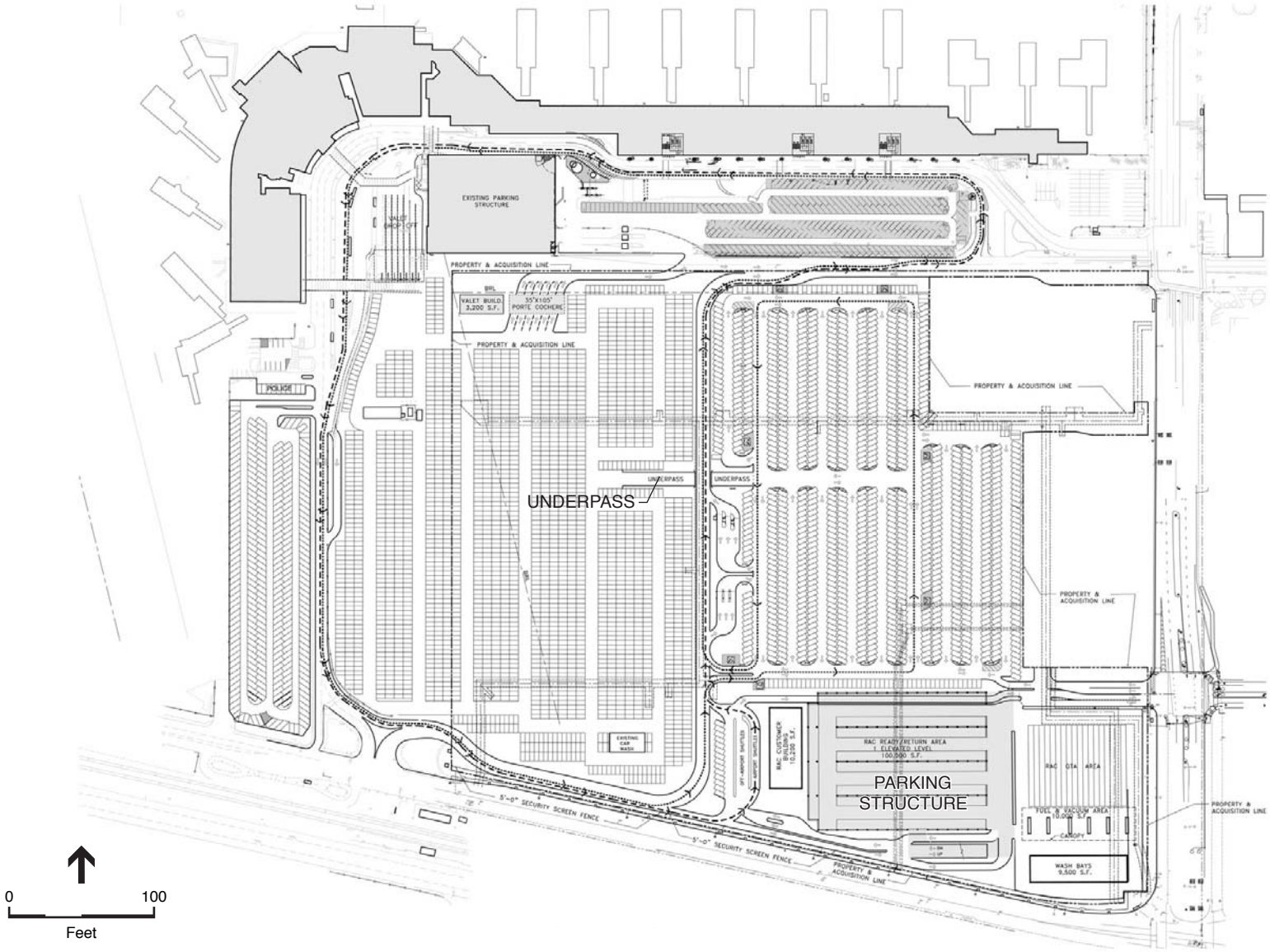
Source: Burbank-Glendale-Pasadena Airport Authority

/a/ The Employee Parking Lot and a portion of Lot A are used for temporary overflow parking as has been historically permitted.

/b/ The use of Lot D is governed by a 1999 stipulation which identifies its use for temporary overflow parking and the Authority has used it to store valet cars that are in excess of the on-Airport capacity.

The development of a rental car center on the A-1 North Property would enable the Authority to reconfigure the Terminal South Lot for self-parking (see Figure 4).

The proposed A-1 North Property Acquisition project component would include the development of several improvements to increase the efficiency of both the valet parking facility and the rental car center. These improvements include the relocation of a portion of the Terminal Loop Roadway in order to provide access to the self-parking portion of the lot and rental car facility, construction of a valet parking plaza and building, an underpass beneath the realigned Terminal Loop Roadway, a rental car center customer building, entrance driveways for the rental car center, a rental car center parking structure (one elevated level), and a rental car center quick turn around facility (see Figure 5).



SOURCE: Burbank-Glendale-Pasadena Airport Authority

Figure 5

Conceptual Configuration of Parking at Terminal Area and A-1 North Property

REALIGNMENT OF TERMINAL LOOP ROADWAY

The alignment of the Terminal Loop Roadway would change between its intersection with Empire Avenue and its intersection with Hollywood Way (see Figure 3). This proposed alignment would result in the Terminal Loop Roadway heading east (instead of the existing northern direction) from its intersection with Empire Avenue and being north of and parallel to Empire Avenue. The realigned Terminal Loop Roadway would be aligned south of the existing car wash facility on the A-1 North Property. East of the existing car wash facility, the Terminal Loop Roadway would turn to a northerly direction and bisect the A-1 North Property. At the northern boundary of the existing A-1 North Property, the Terminal Loop Roadway would turn to the east and be within the existing alignment of the Terminal Loop Roadway as its approaches Hollywood Way. As part of this project component, the Authority would construct an underpass beneath the realigned roadway to allow integrated parking operations on both sides of the realigned Terminal Loop Roadway without having an at-grade intersection.

VALET PARKING PLAZA AND BUILDING

To accommodate the valet parking operation, the Authority would demolish and replace its existing porte cocheres with a larger porte cochere over the drop-off lanes, demolish its existing valet parking booth, construct a new valet parking plaza and a new valet building with a new porte cochere over the new pick-up lanes, construct a new covered sidewalk east of the existing parking structure to permit valet passengers to safely access the valet building, relocate to the south the existing east-west crosswalk that currently connects Terminal B with the existing valet booth, and incorporate additional ADA-accessible elevators for the existing parking structure to supplement the existing non-ADA accessible elevator currently in service. These new facilities would be immediately east and south of the existing valet parking building and would provide a place for valet parking patrons to pay for parking and to wait for their vehicle to be retrieved and delivered to them. The valet parking plaza would include an exit lane for valet parking patrons that would merge with the eastbound portion of the Terminal Loop Roadway. The valet building would be a one-story structure of approximately 3,200 square feet.

RENTAL CAR CENTER CUSTOMER BUILDING

The rental car center on the A-1 North Property would include a customer building that would house rental car company counters, offices, and restrooms for rental car customers (see Figure 5). The customer building, which would be one story and have approximately 10,200 square feet, would provide space for a number of separate rental car companies (approximately six). This would enable an increase in the number of on-Airport rental car companies. Transportation between the rental car center customer building and the passenger terminal would be exclusively via shuttle buses.

With the construction of a rental car center customer building on the A-1 North Property, the rental car customer counters in the terminal building would be removed and replaced by additional baggage claim facilities for passengers arriving in Terminal B. The footprint of the Terminal building would not be increased.

RENTAL CAR CENTER ENTRANCE DRIVEWAYS

Access to the rental car center would be via a driveway from the realigned Terminal Loop Roadway (see Figure 5). This driveway would be for the use of shuttle buses that provide access to the rental car center for rental car customers. The driveway would be at the western end of the rental car center and would provide drop-off and pick-up services at the rental car center customer building. This driveway would also be used for off-Airport rental car shuttle buses that would bring their customers to the rental car center and could also be used (although it is not currently foreseen) for transit vehicles that would bring transit passengers to the Airport, for subsequent transfer to the Airport-operated shuttle bus. Only Airport-operated shuttle buses would be permitted to pick up and drop off passengers at the airline terminal building. This driveway also would be used by rental car customers for exiting the rental car center and for returning rental cars and by rental car companies for returning vehicles to the rental car center that have undergone servicing that cannot be accomplished at the rental car center (see discussion of the quick turn around facility, below). Upon exiting the rental car center, rental car customers would have the option of merging into the northbound portion of the Terminal Loop Roadway or accessing an exit driveway to the Hollywood Way / Avon Street intersection.

RENTAL CAR CENTER PARKING STRUCTURE

To accommodate the rental car operations, the Authority may construct a parking structure (one elevated level) on a portion of the A-1 North Property (see Figure 5). This parking structure would accommodate a portion of the 500 rental car spaces planned for the A-1 North Property; however, the total number of ready return spaces that would be provided in the rental car facility through use of at-grade and structured parking is 500 spaces. Access to the parking structure, which may have up to one level above the ground level, would be via a ramp near the rental car center customer building.

RENTAL CAR CENTER QUICK TURN AROUND FACILITY

As part of the rental car center, a quick turn around (QTA) facility would be constructed (see Figure 5). This facility would provide a location on the A-1 North Property for rental cars that have been returned to be stored and subsequently washed and fueled and made ready for the next rental car customer. This facility would include a 9,500-square-foot building that has office space and wash racks. In addition, the QTA would have an approximately 10,000-square-foot space for fueling and vacuuming the rental cars. This space would have a roof but would not have walls. Each of the on-Airport rental car companies would share these facilities at the rental car center.

REALIGNMENT OF TERMINAL LOOP ROADWAY AT THE HOLLYWOOD WAY / THORNTON AVENUE INTERSECTION PROJECT

As part of the proposed Project, the City, with a financial contribution from the Authority plans to realign the intersection of Hollywood Way / Thornton Avenue / Terminal Loop Roadway. To accomplish this realignment, either the City or the Authority would acquire approximately 10,500 square feet (0.24 acres) of the northeastern portion of the A-1 North Property. This project component would result in a safer movement of traffic through the intersection. The eastbound Terminal Loop Roadway approach to the intersection would be widened and the lanes would be shifted to the south. The shifting of the lanes to the south would result in an improved alignment with the westbound traffic on Thornton Avenue.

Currently, traffic approaching the intersection westbound on Thornton Avenue is imperfectly aligned with traffic approaching the intersection eastbound on the Terminal Loop Roadway. This imperfect alignment results in drivers having to "jog" to the right when traversing the intersection. The proposed improvements to this intersection would result in an improved alignment of westbound and eastbound approaching traffic.

RELOCATION OF PARKING LOT A PROJECT

This project component would require the relocation of the existing Lot A to the north onto the Adjacent Property. Portions of the existing Lot A are currently located within the Runway Object Free Area, as defined in FAA Advisory Circular 150/5300-13, and are also located within the "primary surface" of an instrument runway, as defined in Federal Aviation Regulations Part 77 ("Part 77"). Thus, the existing location of Lot A does not conform to the runway separation standards presented in the Advisory Circular and Federal Aviation Regulations. The relocation of Lot A would result in this parking lot conforming with the runway separation standards presented in the Advisory Circular as well as removal of an existing parking lot from within the Part 77 primary surface. The number of public parking spaces in Lot A would not change as a result of this project component (see Table 3). As part of the relocation of Lot A, the Authority would provide the FAA-required 75-foot separation between parking lots and the air traffic control tower building, for the purpose of enhancing the security of this critical facility. The proposed Project would include permanent use of the portion of the current Lot A that is used for temporary overflow public and employee parking as has been historically permitted.

COMPLETION OF TAXIWAY D PROJECT

This project component would result in the relocation of a portion of the Airport perimeter roadway to the north and the completion of Taxiway D, which is parallel to and north of Runway 8/26, east of its intersection with Runway 15/33 (see Figure 2). The 1,650-foot long section of taxiway would result in a safer and more efficient operation of the airfield at the Airport. For a discussion of the operational effects of completing Taxiway D, see Appendix A.

OTHER PROJECT ELEMENTS AND APPROVALS

The development agreement would contain a number of provisions other than those concerning the construction of facilities and permitted uses discussed above.

ADOPTION OF PART 77 STANDARDS

Part 77 establishes height limit standards and procedures for compliance with these standards. The proposed development agreement contemplates that the City would concurrently consider the adoption of an ordinance that would make the Part 77 guidelines applicable within the City. The City would revise its Municipal Code to require that the sponsors of proposed construction projects near the Airport seek Federal Aviation Administration review and determination of no hazard before building permits can be issued. This review is already required by existing Federal law; the intent of the action by the City would provide local notifications under this already required process. Implementation of this process would help ensure that only projects that are not hazards to navigation would be built near the Airport.

NOISE INSULATION ORDINANCE

The proposed development agreement contemplates that the City would concurrently adopt a revised Municipal Code provision applicable to new single-family homes located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour. This provision would require the builders of new residential structures to provide sufficient acoustical treatment to ensure that interior noise would not exceed a 45 dB CNEL noise level.

PROJECTS NOT TO BE APPROVED OR CONSTRUCTED

Under the terms of the proposed development agreement, the Authority's ability to construct uses permitted by the current Airport zoning ("APZ") would vest for the seven-year term of the agreement. However, the development agreement would commit the Authority not to seek approval for or to construct, or to permit others to construct, the following six types of projects for the term of the development agreement, regardless of whether such projects would otherwise be allowed under the APZ zone:

- new or relocated air passenger terminal building;
- expansion of the existing Airport terminal building footprint;
- additional aircraft parking positions at the existing terminal;
- new remote aircraft parking positions;
- increase in the gross square footage of property at the Airport devoted to general aviation (GA) uses; and
- new buildings within the existing Building Restriction Line (BRL), except for buildings located on the landside (southerly and easterly) of the existing passenger terminal and the relocation of Parking Lot A discussed above.

In addition to these six types of projects, the uses on the "Trust Property" would continue to be limited. In addition to the current limitations, the Authority would discontinue use of the overflow valet parking facility on the B-6 Trust Property. The Authority would not construct any public vehicle parking facility in the southwest quadrant of the Airport for four years after completion of the A-1 North Property Acquisition project component. The development agreement contemplates that the Trust Property could be used for non-airport development consistent with existing zoning.

ENVIRONMENTAL IMPACTS

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) The Bob Hope Airport and the surrounding region are located within a developed urban commercial and industrial area. The aesthetic character of the area is largely utilitarian. The area is dominated by commercial, industrial and manufacturing structures, chain link and concrete fencing and barriers, and concrete or asphalt paved roads and surfaces. The San Gabriel Mountains serve as a backdrop to the urban setting. Airport and Airport-adjacent structures are low-rise – generally up to two stories per building – and do not affect any current views of the mountains that might be available in the area. The buildings and structures proposed as part of the Project, including the valet parking plaza and building, the rental car center customer building, the rental car center parking structure (one elevated level), and the rental car center quick turn around facility, would not interfere with any scenic vista. In addition, none of the other project components, such as the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the relocation of Lot A, and the completion of Taxiway D, would interfere with any scenic vista. Similarly, the adoption of Part 77 standards and the height limitations ordinance by the City of Burbank would not interfere with any scenic vista. Therefore, the Project would have no impact on any scenic vista.

b) The Airport is not within close proximity to scenic resources, including native trees, rock outcroppings, historic buildings, or a state scenic highway. Therefore, the proposed Project would have no impact on these resources.

c) The proposed Project would result in the use of the A-1 North Property for valet, long-term, and rental car parking, the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the relocation of Lot A, and the completion of Taxiway D. These uses and facilities would not be incompatible with surrounding development and would not substantially degrade the existing visual character or quality of the Airport and its surroundings because these uses and facilities are only minor alterations to the existing or adjacent uses and facilities. Similarly, the adoption of Part 77 standards and the height limitations ordinance by the City of Burbank would further ensure that future development in the City of Burbank would be of similar scale to existing development in the Airport vicinity. Therefore, the proposed Project would have no impact on the existing visual character.

d) The existing parking lot on the A-1 North Property and the existing Lot A have lighting standards and are illuminated at night for security purposes. The proposed Project would continue to have lighting standards in parking lots. In addition, the City's adoption of the Part 77 standards would result in ensuring that only projects that are not hazards to navigation would be built near the Airport. Thus, no new sources of light or glare would be permitted as a result of the City's adoption of the Part 77 standards. Therefore, no new sources of lighting would occur as a result of the proposed Project.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**				
a) 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a,b,c) The Airport and the surrounding region are located within a developed urban commercial and industrial area. No agricultural resources exist in the vicinity of the Airport. The proposed Project does not include the addition of structures, fixtures or improvements that would reduce or eliminate agricultural resources. Therefore, implementation of the proposed Project would not affect agricultural resources.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a,b) The proposed Project would not conflict with or obstruct implementation of any air quality plans, nor would it violate any air quality standards. The proposed Project would result in a decrease of 254 public parking spaces at the Airport and an increase of 435 employee parking spaces (consisting of 385 new employee parking spaces, and the conversion of the 69 existing Car Wash valet parking spaces to 50 employee parking spaces). The number of vehicle trips to and from the Airport would not be affected because the Project does not add any additional public parking spaces to the current inventory of public parking spaces that are available for passenger use, but instead reduces the number of public parking spaces by 254.. The change in air pollutant emissions as a result of the proposed Project would be because the location of various parking facilities at the Airport would change. Of the various components of the proposed Project, the only components that would lead to any change in the location of parking would be the development of valet parking on the A-1 North Property and the development of the rental car center on the A-1 North Property.

Except for the completion of Taxiway D, all other components of the proposed Project would have air pollutant emissions that are similar to existing conditions.

The adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would not result in any changes to the number of vehicle miles traveled or in air pollutant emissions in the Airport vicinity and other areas in the City that are affected by the ordinance.

Change in Air Pollutant Emissions Due to Change in Location of Valet Parking. As a result of consolidating valet parking in one location at the Airport (the existing Valet South Lot and the A-1 Lot), the total number of vehicle miles traveled would be reduced. Implementation of this project component would eliminate the need to shuttle vehicles dropped off for valet parking to the B-6 Trust Property for storage. Instead, vehicles dropped off for valet parking would be parked on the A-1 North Property as a result of this project component. For every vehicle that is parked with valet parking, this would result in a reduction of approximately 1 vehicle mile traveled (VMT). Over the course of a year, this would result in the reduction of approximately 221,200 VMT compared to existing conditions (see Table 4). In terms of air pollutant emissions, this project component would result in the reduction of 0.63 pounds per day of nitrogen oxide (NOx), the reduction of 0.49 pounds per day of hydrocarbons (HC), the reduction of 8.27 pounds per day of carbon monoxide (CO), and the reduction of 9.81 pounds per day of particulate matter.

Change in Air Pollutant Emissions Due to Change in Location of Rental Car Center. The development of a rental car center also would result in a reduction in VMT at the Airport. Currently, rental cars are shuttled to the southwest quadrant of the Airport after every rental return to fuel and service the vehicle. Once rental cars are fueled and serviced, these rental cars are either returned to the Terminal South Lot for the next rental customer or shuttled to the B-6 Trust Property for storage until the rental car is needed. Upon completion of the rental car center on the A-1 North Property, rental cars would be fueled and serviced at the Quick Turn Around (QTA) facility that would be constructed as part of the rental car center. This would reduce the need to shuttle rental cars to the southwest quadrant of the Airport or to the B-6 Trust Property. Only rental cars that require maintenance other than fueling and servicing would be shuttled to the southwest quadrant of the Airport. For every returned rental car, the presence of the QTA would result in a reduction of approximately 0.75 VMT (compared to the existing condition for those rental cars that are currently returned directly to the Terminal South Lot) and a reduction of approximately 2.6 VMT (compared to the existing condition for those rental cars that are stored on the B-6 Trust Property). Over the course of a year, this would result in the reduction of approximately 215,600 VMT compared to existing conditions (see Table 4). In terms of air pollutant emissions, this project component would result in the reduction of 0.61 pounds per day of NOx, the reduction of 0.47 pounds per day of HC, the reduction of 8.04 pounds per day of CO, and the reduction of 9.56 pounds per day of particulate matter.

The development of a rental car center on the A-1 North Property would result in the use of shuttle buses to provide passengers transport between the terminal building and the rental car center. For purposes of presenting the worst-case analysis, it was assumed that these shuttle buses would be 40-foot diesel buses and that the buses would operate every six minutes between the terminal and

TABLE 4: CHANGES IN AIR POLLUTANT EMISSIONS AS A RESULT OF THE PROPOSED PROJECT

Existing Conditions (2004)

Valet Cars

From	To	Daily Distance (miles)	Daily Volume	Daily Vehicle Miles	Emissions (grams/mile) NOX	HC	CO	PM10	Emissions (lbs/day) NOX	HC	CO	PM10
Valet Drop Off	B6 Trust Prop Lot	0.63	600	378.00	0.462	0.358	6.072	7.339	0.39	0.30	5.06	6.12
B6 Trust Prop Lot	Valet Pick Up	0.58	600	348.00	0.462	0.358	6.072	7.339	0.35	0.27	4.66	5.63
Total Daily Vehicle Miles Traveled by Valet Cars				726.00					0.74	0.57	9.72	11.75
Annual Vehicle Miles Traveled by Valet Cars				264,990								

Rental Cars

From	To	Daily Distance (miles)	Daily Volume	Daily Vehicle Miles	Emissions (grams/mile) NOX	HC	CO	PM10	Emissions (lbs/day) NOX	HC	CO	PM10
Terminal S Lot	SW Quadrant	0.43	500	215.00	0.462	0.358	6.072	7.339	0.22	0.17	2.88	3.48
SW Quadrant	Terminal S Lot	0.43	500	215.00	0.462	0.358	6.072	7.339	0.22	0.17	2.88	3.48
SW Quadrant	B6 Trust Prop Lot	1.52	100	152.00	0.462	0.358	6.072	7.339	0.15	0.12	2.03	2.46
B6 Trust Prop Lot	Terminal S Lot	1.08	100	108.30	0.462	0.358	6.072	7.339	0.11	0.09	1.45	1.75
Total Daily Vehicle Miles Traveled by Rental Cars				690.30					0.70	0.54	9.24	11.17
Annual Vehicle Miles Traveled by Rental Cars				251,960								

	Emissions (lbs/day) NOX	HC	CO	PM10
Existing Conditions (2004) Total	**1.4**	**1.1**	**19.0**	**22.9**

With Proposed Project (2005)

Valet Cars

From	To	Daily Distance (miles)	Daily Volume	Daily Vehicle Miles	Emissions (grams/mile) NOX	HC	CO	PM10	Emissions (lbs/day) NOX	HC	CO	PM10
Valet Drop Off	A-1 Lot	0.10	600	60.00	0.411	0.311	5.482	7.339	0.05	0.04	0.73	0.97
A-1 Lot	Valet Pick Up	0.10	600	60.00	0.411	0.311	5.482	7.339	0.05	0.04	0.73	0.97
Total Daily Vehicle Miles Traveled by Valet Cars				120.00					0.11	0.08	1.45	1.94
Annual Vehicle Miles Traveled by Valet Cars				43,800								

Rental Cars

From	To	Daily Distance (miles)	Daily Volume	Daily Vehicle Miles	Emissions (grams/mile) NOX	HC	CO	PM10	Emissions (lbs/day) NOX	HC	CO	PM10
A-1 Lot	QTA	0.05	450	22.50	0.411	0.311	5.482	7.339	0.02	0.02	0.27	0.36
QTA	A-1 Lot	0.05	450	22.50	0.411	0.311	5.482	7.339	0.02	0.02	0.27	0.36
A-1 Lot	SW Quadrant	0.61	50	30.50	0.411	0.311	5.482	7.339	0.03	0.02	0.37	0.49
SW Quadrant	A-1 Lot	0.48	50	24.00	0.411	0.311	5.482	7.339	0.02	0.02	0.29	0.39
Total Daily Vehicle Miles Traveled by Rental Cars				99.50					0.09	0.07	1.20	1.61
Annual Vehicle Miles Traveled by Rental Cars				36,318								

Shuttle Buses

From	To	Daily Distance (miles)	Daily Volume	Daily Vehicle Miles	Emissions (grams/mile) NOX	HC	CO	PM10	Emissions (lbs/day) NOX	HC	CO	PM10
A-1 Lot	Terminal	0.43	160	68.80	9.92	0.52	6.1	7.583	1.50	0.08	0.93	1.15
Terminal	A-1 Lot	0.27	160	43.20	9.92	0.52	6.1	7.583	0.94	0.05	0.58	0.72
Total Daily Vehicle Miles Traveled by Shuttle Buses				112.00					2.45	0.13	1.51	1.87
Annual Vehicle Miles Traveled by Shuttle Buses				40,880								

	Emissions (lbs/day) NOX	HC	CO	PM10
With Proposed Project (2005) Total	**2.6**	**0.3**	**4.2**	**5.42**

	Emissions (lbs/day) NOX	HC	CO	PM10
Change In Emissions With Proposed Project (negative number denotes decrease)	**1.2**	**-0.8**	**-14.8**	**-17.49**
Significance Criteria for SCAQMD	**55.0**	**55.0**	**550.0**	**150.0**
Proposed Project Emission Increase Is Above or Below Significance Criteria?	**Below**	**Below**	**Below**	**Below**

Assumptions:
Existing Conditions

Of the 1,000 valet transactions per day, approximately 60% of the valet vehicles currently are shuttled to the B-6 Trust Property (600 trips to the B-6 Trust Property and 600 trips from the B-6 Trust Property). These 1,000 valet transactions per day are

Of the 1,000 rental car transactions per day, all vehicles are shuttled to the Southwest Quadrant for servicing. Approximately 20% of all rental cars are stored on the B-6 Trust Property on a daily basis.

With Proposed Project

Of the 1,000 valet transactions per day, all valet vehicles will remain at the A-1 North Property and no shuttling of valet vehicles to the B-6 Trust Property will occur.

Of the 1,000 rental car transactions per day, 90% would be serviced at the QTA on the A-1 North Property and 10% would require servicing on the Southwest Quadrant.

The rental car center shuttle bus would operate every six minutes (10 times per hour) and operate for approximately 16 hours per day.

Emission Factors for Valet and Rental Cars:

1. PM10 emission factors include PM10 from exhaust, brake wear, tire wear and entrained road dust.
2. Emission factors, except entrained road dust, were derived from ARB's EMFAC2002 Model (V 2.2).
   Entrained road dust factor based on the U.S. EPA factor for paved roads found in AP-42 (December 2003).
3. HC and NOx factors reflect summertime conditions, while CO factors reflect wintertime conditions. PM10 factors are the same for both seasons.
4. Summertime temperatures assumed to be 85 degrees Fahrenheit; wintertime temperatures reflect 60 degrees Fahrenheit. Assumes 50% relative humidity for both seasons.
5. The average vehicle speed was assumed to be 20 mph.
6. All other EMFAC2002 model inputs were based on default values.

Emission Factors for Shuttle Buses:

1. PM10 emission factors include PM10 from exhaust, brake wear, tire wear and entrained road dust.
2. Source of factors to convert Diesel Shuttle Bus Emission Factors to Hybrid Electric: Hybrid-Electric Drive Heavy-Duty Vehicle Test Project Northeast Advanced Vehicle Consortium, M.J. Bradley and Associates, West Virginia University, February 15, 2000.
   Entrained road dust factor based on U.S. EPA factor for paved roads found in AP-42 (December 2003).
   PM10 break wear and tire wear factors derived from ARB's EMFAC2002 Model (V2.2).

the rental car center. These shuttle buses would travel along with Terminal Loop Roadway and would result in an annual increase of approximately 40,900 VMT (see Table 4). In terms of air pollutant emissions, this project component would result in an increase of 2.45 pounds per day of NOx, an increase of 0.13 pounds per day of hydrocarbons (HC), an increase of 1.51 pounds per day of CO, and an increase of 1.87 pounds per day of particulate matter. It is acknowledged the this slight increase in air pollutant emissions as a result of the shuttle bus operation would be offset by a reduction in shuttle bus trips associated with off-Airport rental car operations moved to the proposed rental car center on the A-1 North Property. However, it is too speculative to calculate the benefit of this reduction in shuttle bus operations to off-Airport rental car operations because it is not possible to identify which off-Airport rental car operators would move into the proposed rental car center on the A-1 North Property.

Summary of Change in Air Pollutant Emissions Due to Change in Location of Parking. Overall, the proposed Project would result in an increase of 1.2 pounds per day of NOx, which is substantially below the 55 pounds per day significance threshold established by the South Coast Air Quality Management District (SCAQMD), a decrease of 0.8 pounds per day of HC, a decrease of 14.8 pounds per day of CO, and a decrease of 17.5 pounds per day of particulate matter (see Table 4). If the rental car center shuttle buses were hybrid electric instead of diesel, the increase in NOx would be less and the decrease in HC, CO, and particulate matter would be greater than that identified using diesel buses.

Change in Air Pollutant Emissions Due to Completion of Taxiway D. The completion of Taxiway D would result in a more efficient use of the airfield (see Appendix A), which would reduce the taxi idle time for aircraft operated at the Airport. This reduction in taxi idle time would have corresponding reductions in air pollution emissions from aircraft.

Summary of Change in Air Pollutant Emissions Due to Proposed Project. In totality, the reduction in VMT for valet cars and rental cars as well as the reduction in taxi idle time for aircraft would result in a decrease in air pollutant emissions at the Airport. This is slightly offset by the inclusion of shuttle bus service for the rental car center. The overall air pollutant emissions of the proposed Project would be less than significant because the emissions do not exceed the significance thresholds set by the SCAQMD.

Construction-Related Air Pollutant Emissions. The construction phase of the project would result in temporary increases in criteria emissions. In terms of NOx, HC, and CO, this temporary increase is associated with equipment used for the construction of the buildings, structures, and facilities associated with the A-1 North Property, with equipment used in realigning Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, with equipment used in relocating Lot A, and with equipment used in completing Taxiway D. Based on experience with similar construction and paving projects, given the relatively small size of the buildings to be constructed on the A-1 North Property (the valet parking plaza and building, the rental car center customer building, and the rental car center QTA), the duration of construction, and the types of equipment to be used, the use of this equipment would not result in a significant temporary increase in NOx, HC, or CO emissions. Similarly, the number of pieces of equipment being used for the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue

intersection, the relocation of Lot A, and the completion of Taxiway D and the relatively short duration for construction would not result in a significant temporary increase in NOx, HC, or CO emissions. Also, the construction on the A-1 North Property would not overlap with the construction associated with the relocation of Lot A or the completion of Taxiway D. This would minimize any cumulative construction-related air pollutant emissions for the various components of the proposed Project. The Authority would be required to comply with rules promulgated by the SCAQMD to minimize impacts associated with asphalt paving and architectural coating. In addition, the Authority would require contractors to implement standard Best Management Practices to mitigate any short-term air quality impacts associated with the use of construction equipment (see Mitigation Measure #1 in Section XVII).

In terms of particulate matter, the greatest contributors to a temporary increase in particulate matter are associated with excavation and grading operations. Large diameter dust particles (i.e., greater than 30 microns) generally fall out of the atmosphere within several hundred feet of a construction site and represent more of a soiling concern than a health hazard. Smaller diameter particles (e.g., less than 10 microns or 2.5 microns) generally remain airborne until removed from the atmosphere by moisture. This is the particulate matter that may result in adverse health effects. Construction activities may result in significant quantities of dust, and, as a result, local visibility and particulate matter concentrations may be adversely affected on a temporary and intermittent basis during the construction period. However, the amount of dust that could be generated by construction is tempered by the fact that the area subject to excavation and/or grading is about seven acres. The Authority would be required to comply with Rule 403 adopted by the SCAQMD. The provisions of Rule 403 apply to any activity or man-made condition capable of generating fugitive dust, such as the excavation and grading activities associated with various components of the proposed Project. The required implementation of Rule 403 would reduce potential construction dust concerns to a less-than-significant level. Therefore, the proposed Project would have no impact in terms of obstruction of implementation of the applicable air quality plan and substantial contribution to an existing or projected air quality violation.

c,d,e) Because the proposed Project would result in a decrease in HC, CO, and PM10 and a negligible increase in NOx, the proposed Project would not result in any cumulatively considerable net increase of any criteria pollutant. The proposed Project would not induce or accommodate additional traffic and would reduce HC, CO, and PM10 emissions by reducing the number of vehicle miles traveled in the Airport vicinity. The increase in NOx emissions attributable to the rental car center shuttle bus service would be negligible. Further, any exposure of sensitive receptors to pollutant concentrations and/or any objectionable odors would be solely linked to construction equipment, would be temporary, and would not be substantial. There are no sensitive receptors near any proposed construction activity. The SCAQMD thresholds are set at a level that defines a cumulatively considerable impact to the regionwide air quality. These air quality impacts would be temporary, less than significant, and substantially below the SCAQMD thresholds.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) No candidate, sensitive, or special status species is known to exist or occur in the vicinity of the Airport. The potential for occurrence of such species in the area is low due to the urban condition of the Airport and surrounding area. Therefore, the proposed Project is expected to have no impact on any special-status species.

b) No adverse effect on any riparian habitat or other sensitive natural community would occur as a result of the proposed Project. Due to the lack of a riparian zone on or near the Airport, this would constitute no impact.

c) No adverse effect on federally-protected wetlands (as defined by Section 404 of the Clean Water Act) would occur because all of the development that could occur under the proposed Project would be on relatively flat land areas that have been previously developed. No suitable wetland habitat is on or near the Airport. Therefore, there would be no impact on wetlands.

d) The A-1 North Property would be dedicated to roadway and parking uses, which are Airport-related uses. The relocation of Lot A would occur on a portion of the existing Airport and on a portion of the Adjacent Property. The completion of Taxiway D would occur on existing Airport property. None of these areas provide natural or effective sources of habitat, feeding, linkage, or migration paths for animal life. Given the developed nature of the existing Airport, the A-1 North Property, and the Adjacent Property, it is unlikely that any of these properties would be used for the movement of native resident or migratory wildlife species or as a native wildlife nursery site. The adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would have no effect on biological resources because no specific development would occur as a result of the adoption of these ordinances. Therefore, the proposed Project would have no impact on the movement of native or migratory wildlife.

e,f) There are no biological resources at the Airport that are protected by local policy or ordinance or by adopted conservation plans. The existing Airport, the A-1 North Property, and the Adjacent Property do not provide natural or effective sources of habitat, feeding, linkage, or migration paths for animal life, and are not suitable sites for Habitat Conservation Plans, Natural Community Conservation Plans, or other conservation plans. In addition, the adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would not have any affect on existing conservation planning efforts. Therefore, the proposed Project would have no impact in terms of conflict with any local policies or ordinances protecting biological resources.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a,b,c,d) The proposed Project would result in the use of the A-1 North Property, the existing Airport, and the Adjacent Property for parking, roadway, and airfield uses. All of these areas have been disturbed at the surface level through grading and/or paving.

The proposed Project would include the construction of several buildings and structures on the A-1 North Property, the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the completion of Taxiway D, and the relocation of Lot A. These actions could result in the removal of some of the existing pavement at the A-1 North Property, the existing Airport, and the Adjacent Property. Since only surface pavement would be removed under these components of the proposed Project, this would not result in the discovery of previously unknown subsurface historic, prehistoric, or paleontological resources. In addition, the adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would not result in any grading or subsurface excavation. Therefore, the adoption of these ordinances would not have any affect on subsurface historic, prehistoric, or paleontological resources. This would result in no impact to cultural resources.

Excavation would be required for the construction of underground fuel tanks associated with the QTA on the rental car center and the underpass beneath the realigned Terminal Loop Roadway on the A-1 North Property. The excavation associated with these components of the proposed Project could result in the discovery of previously unknown subsurface historic, prehistoric, or paleontological resources. Pursuant to CEQA Guidelines section 15064.5(f), the Authority would implement Mitigation Measure #2 (see Section XVII) to reduce this impact to a less-than-significant level.

A portion of the A-1 North Property was developed as a surface parking facility in 2002. Therefore, this property does not have any historic value associated with it and the use of the A-1 North Property for valet, long-term public, and rental car parking would not result in any impacts to historic resources. Similarly, no historic resources are associated with the area where the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the completion of Taxiway D, or the relocation of Lot A would occur. The adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would not have any direct effect on any known historic resources in the Airport vicinity. Therefore, no impacts to historic resources would occur as a result of these components of the proposed Project.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VI. GEOLOGY AND SOILS (cont.)				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

a) Risk of injury or other upset as a result of the Airport's proximity to the nearest Alquist-Priolo zone would constitute a less-than-significant impact. The closest Alquist-Priolo zone is associated with the Verdugo Fault, which lies approximately one mile to the northeast of the Airport. According to the Probabilistic Seismic Hazard Assessment for the State of California published by the California Department of Conservation, Division of Mines and Geology and the U.S. Geological Survey, the Verdugo Fault has a maximum credible earthquake potential of 6.7 on the Richter Scale.

Strong seismic ground shaking is unforeseeable and unpredictable. Surface parking lots and a taxiway are unlikely to expose people to risk of injury or collapse due to the nature of the

development itself. Further, the other buildings and structures, such as the rental car center customer building, the valet parking building, and the rental car parking structure (one elevated level), would be designed and constructed in conformance with the all applicable Uniform Building Code standards for Zone IV levels of seismic risk. With implementation of the measures required to meet these standards, significant impacts related to seismic ground shaking are not expected to occur as a result of the proposed project. This would constitute a less-than-significant impact.

According to the Department of Conservation, Division of Mines and Geology, Official Map of Seismic Hazards, the Airport is not located in an area of high risk relative to liquefaction or earthquake-induced landslides. Risk of injury or other upset as a result of the ground failure and/or liquefaction would not pose a significant impact. In addition, the buildings, structures, and facilities would be located on land that has been previously developed. The land involved is relatively flat and is not built on top of fill. Therefore, the risk of ground failure would be less than significant.

Due to the relatively flat topography of the Airport, and the distance from the base of foothills in the area, there is no potential for landslides. Therefore, the proposed Project would have no impact as a result of landslides.

a) Most of the various components of the proposed Project would involve a small amount of surface grading to prepare the soil for construction of various buildings, structures, and facilities. The majority of the existing Airport, the A-1 North Property, and the Adjacent Property are level ground. Soil erosion or loss of topsoil is highly unlikely since the proposed Project involves areas that have been paved in the recent past. The only components of the proposed Project that would involve excavation would be the construction of the underground fuel tanks associated with the QTA at the rental car center on the A-1 North Property and the potential underpass beneath the realigned Terminal Loop Roadway on the A-1 North Property. These excavation activities could result in the erosion of soil. The Authority would be required to comply with all provisions of an National Pollution Discharge Elimination System (NPDES) permit, if applicable. In addition, the Authority would require contractors to implement Mitigation Measure #3 (see Section XVII) to control fugitive dust and erosion associated with excavation activities. Implementation of this mitigation measure would result in a less-than-significant impact in terms of soil erosion and loss of topsoil.

b) As discussed above (see VI.a), the Airport is not located in an area that is subject to high liquefaction risks. The A-1 North Property and the Adjacent Property generally do not include sloping topography in excess of 5% slope, and therefore are not subject to significant landslide risks. The various components of the proposed Project are located on nearly level and highly-compacted soil that has been previously paved. Depth to groundwater in the vicinity of the Airport is approximately 200 feet below the surface. No modification of the underlying topography or geologic substructure of the existing Airport, the A-1 North Property, or the Adjacent Property is included as part of the proposed Project. The proposed Project is highly unlikely to create stability issues, and therefore would have no impact in terms of on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

c) The various components of the proposed Project would not be located on expansive soil. Expansive soils are generally associated with alluvial soils characterized by streambed deposits. The various components of the proposed Project would take place on areas that have been previously paved over. In addition, riparian or streambed habitat is absent from the existing Airport, the A-1 North Property, and the Adjacent Property. The proposed Project would have no impact relative to expansive soils.

d) None of the various components of the proposed Project would involve the installation of or use of septic tanks or alternative wastewater disposal systems. There would be no impact in terms of septic systems.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) 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?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VII. HAZARDS AND HAZARDOUS MATERIALS (cont.)				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) 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?	☐	☐	☐	☒

a) Hazardous materials associated with the Terminal Loop Roadway, Lot A, and the airfield are associated with gasoline in vehicles and fuel for aircraft. The realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the relocation of Lot A, and the completion of Taxiway D would not result in any changes in the use of vehicular gasoline or aircraft fuel and no creation of a significant hazard to the public involving the routine transport, use, or disposal of hazardous materials would occur. In addition, the development of the valet parking building and plaza, the rental car center customer building, and the rental car center parking structure would not create a significant hazard to the public involving the routine transport, use, or disposal of hazardous materials.

The development of the Quick Turn Around (QTA) facility for the rental car center on the A-1 North Property would result in the addition of one or more fuel tanks to serve the rental car companies that would use the QTA. Existing regulations and health and safety programs serve to control the storage and handling of hazardous materials at the Airport and the potential effects in the event of an accident. Airport tenants, such as rental car companies, are inspected periodically to ensure compliance with all applicable regulations. Additionally, consolidation of rental car facilities is likely as a result of the proposed rental car center on the A-1 North Property. This likely would reduce the overall number of fuel tanks in the Airport vicinity that are used to serve rental car companies. As a result, this is considered to be a less-than-significant impact.

b) The various components of the proposed Project would not pose a significant impact in terms of upset and accident conditions involving the release of hazardous materials. The surface grading involved with development on the A-1 North Property would be unlikely to unearth any hazardous materials, as the locations for the various facilities on the A-1 North Property have been recently graded and/or paved. The Lockheed Corporation has remediated the A-1 North Property to an acceptable level as determined by the Regional Water Quality Control Board. This has resulted in letters indicating that no further action is necessary. The remediation activities were accomplished contemplating future construction within the top ten feet of the property.

Implementation of the proposed Project would result in the continuation of a similar level of risk of exposure to hazards and hazardous materials, with regard to spills and explosions of fuels and other volatile liquids contained in parked vehicles, and from materials stored for use in maintenance of rental cars. Some rental car support facilities that involve hazardous materials (e.g., fueling and auto-washing stations) would be developed as part of the QTA at the rental car center on the A-1 North Property. This development would conform with current regulatory requirements that provide site improvements intended to mitigate the effects of spills. These functions currently exist at the Airport and the proposed Project would not result in any increase in the potential for spills to occur. Overall, the proposed Project would have a less-than-significant impact in terms of upset and accident conditions involving the release of hazardous materials.

The grading activities that would occur to accommodate the relocation of Lot A and the completion of Taxiway D are not anticipated to create a significant hazard to the public or the environment due to the release of hazardous materials into the environment because no such hazardous materials are known to exist at either location. Therefore, this is a less-than-significant impact. Nevertheless, it is possible that during construction activities contractors could notice contaminated soils or encounter soils that are indicative of contamination. If this occurs, Mitigation Measure #4 (see Section XVII) would be implemented.

c) The Airport is not located within one-quarter mile of an existing or proposed school. Therefore, there would be no impact as a result of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) Various components of the proposed Project (such as the components on the A-1 North Property) are in areas that are on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, the A-1 North Property has been subject of hazardous materials remediation and no potential for creation of a significant hazard to the public or the environment would occur as a result of the implementation of any of the various components of the proposed Project. The development of underground fuel tanks for the rental car center and the underpass beneath the realigned Terminal Loop Roadway on the A-1 North Property likely would result in excavation of more than 10 feet deep on the A-1 North Property. Prior to commencement of excavations exceeding 10 feet in depth, the Authority would conduct focused investigations of the areas to be graded (see Mitigation Measure #4(a) in Section XVII). It is possible that during

construction activities contractors could notice contaminated soils or encounter soils that are indicative of contamination. If this occurs, Mitigation Measure #4(b) (see Section XVII) would be implemented.

The portion of the Airport to be developed for the completion of Taxiway D and the portion of the Adjacent Property to be developed for the relocation of Lot A are not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur in this regard.

a) Although the various components of the proposed Project are located within the vicinity of a public-use airport, the proposed Project would not adversely affect the safety of employees and residents in the area. As part of the relocation of Lot A project component, this parking lot would be moved further from the airfield at the Airport and would result in this parking lot conforming with the runway separation standards presented in the FAA Advisory Circular regarding runway object free areas. The adoption of Part 77 standards and the height limitations ordinance by the City of Burbank would help ensure that only projects that are not hazards to navigation would be built near the Airport. These components of the proposed Project would be considered safety enhancements. The uses on the A-1 North Property would not change as a result of the proposed Project. None of the buildings on the A-1 North Property would be within the Airport's building restriction line. Therefore, no safety impacts would occur as a result of the development of the A-1 North Property project component. Any potential health and safety impacts above and beyond those that currently exist would be temporary and would be those typically associated with construction activities, which are less than significant.

e) There is no private airstrip in the vicinity of the Airport. Therefore, no safety hazard would occur.

f) The various components of the proposed Project would occur on sites that are currently paved, graded, or otherwise developed. These various components of the proposed Project would not decrease the effectiveness of any emergency response plan in the Airport vicinity. Therefore, there would be no impact in this regard.

g) The Airport is not in an area subject to wildland fires. Therefore, the proposed Project would not result in the exposure of people or structures to wildland fire risk.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) 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)?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
VIII. HYDROLOGY AND WATER QUALITY (cont.)				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-yr. flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-yr. flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of levee or dam?	☐	☐	☐	☒
j) Inundation of seiche, tsunami, or mudflow?	☐	☐	☐	☒

a) The proposed Project would result in the use of the existing Airport, the A-1 North Property, and the Adjacent Property for various buildings, structures, and facilities. The proposed Project would result in the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection and the paving of an approximate 6-acre portion of the A-1 North Property for use as the rental car center, which would be considered a new impervious surface. However, when the Lockheed Corporation owned the property approximately 99.9% of the site was covered with impervious surfaces (rooftop of the building, pavement, etc.). The private developer of the existing long-term parking lot on the A-1 North Property previously received a permit from the City of Burbank Department of Public Works because, among other things, the site is tied into the City's

storm drain system and the drainage infrastructure in the vicinity of the A-1 North Property is adequate to accommodate runoff from a fully paved site. The Authority estimates that approximately 96% of the A-1 North Property would be impervious surfaces upon completion of the various components of the proposed Project because landscaping would be included in the design of the various components. Therefore, the amount of impervious surfaces on the A-1 North Property would be less than the historical amount of impervious surfaces when the Lockheed Corporation owned and occupied the property. However, since paving for a rental car center would be classified as redevelopment, the Authority would comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles issued by the Regional Water Quality Control Board. Compliance with the SUSMP, which is required under the City's ordinance adopted under the National Pollution Discharge Elimination System (NPDES) permit, would ensure that the development of the various components on the A-1 North Property would not result in any impacts associated with stormwater drainage.

The existing Airport and Adjacent Property also are covered with impervious surfaces. However, the relocation of Lot A and the completion of Taxiway D also would be classified as redevelopment and would be required to comply with the SUSMP, which would ensure that these project components would not result in any impacts associated with stormwater drainage. Therefore, the proposed Project does not have any component that would negatively affect waste discharge requirements. Overall, the proposed Project would have no adverse impact on water quality standards or waste discharge requirements.

b) The Airport and the entire Burbank region are underlain by the San Fernando Groundwater Basin that is part of the larger Upper Los Angeles River Drainage Basin. Groundwater recharge would not be adversely affected by the proposed Project in that the project would not increase the amount of impervious surfaces compared to what was historically at the Airport and on the A-1 North Property. Therefore, the project would have no adverse impact on groundwater supplies and/or groundwater recharge.

c,d) The proposed Project would not substantially alter the existing drainage pattern of the Airport; therefore, no substantial erosion or off-site siltation would occur. The proposed Project would not alter the course of a river. The existing Airport and the Adjacent Property are covered with impervious surfaces and would continue to be covered upon the completion of Taxiway D and the relocation of Lot A. Any increase in the amount of runoff relative to existing conditions would be associated with the additional impervious surfaces associated with the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection and the development of the rental car on the A-1 North Property. However, these areas were previously developed and covered with impervious surfaces when it was owned by the Lockheed Corporation. It is anticipated that the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection and development of a rental car center on the A-1 North Property would not alter the historic drainage pattern. However, the Authority would be required to comply with the SUSMP to ensure that no impact on drainage patterns would occur and that there would be no impact from substantial erosion or off-site siltation or the amount of runoff at the Airport.

e) The proposed Project would not increase any impervious surfaces associated with the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, the completion of Taxiway D, or the relocation of Lot A. Additionally, the proposed Project would not increase the amount of impervious surface over what was historically present at the A-1 North Property. Therefore, excessive runoff water and/or substantial polluted runoff would not be generated when compared to existing conditions. Given that most of the A-1 North Property is currently developed, there is no likelihood of increasing the rate of runoff to the point that stormwater collection capacity is exceeded. Therefore, the potential for increases in polluted stormwater runoff would be a less-than-significant impact.

f) The proposed Project does not have the potential to otherwise degrade water quality because the uses accommodated by the various components of the proposed Project are the same uses that currently exist at the Airport. This would result in no impact.

g) The proposed Project does not involve residential development and would have no impact in terms of placing housing units within a 100-year floodplain.

h) The existing Airport, the A-1 North Property, and the Adjacent Property are not located within a 100-year floodplain. The Federal Emergency Management Agency (FEMA) flood map showing the Airport and the Airport vicinity identifies a 100-year floodplain along Empire Avenue. The map identifies this area as Zone AE, which indicates "base flood elevations determined". Since the flow of floodwaters are contained on Empire Avenue and since the proposed Project would not result in any changes to Empire Avenue, the proposed Project would have no impact to the 100-year floodplain.

i) Not only are the existing Airport, the A-1 North, and the Adjacent Properties not located within or near a 100-year floodplain (see VIII.h, above), but the area is not subjected to significant flooding. Stormwater collection services in the area are capable of handling current stormwater runoff. Further, the Airport is not located within a close proximity to a levee or dam. The proposed Project would have no impact in terms of injury or death as a result of flooding as a result of the failure of a levee or dam.

j) Due to the distance from the Airport to the ocean, there is no potential for impact as a result of a seiche, tsunami, or mudflow. This would constitute no impact.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IX. LAND USE AND PLANNING (cont.)				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Various components of the proposed Project would result in development of portions of the Airport, the A-1 North Property, and the Adjacent Property. All of these areas are currently graded and/or developed and are used as either parking facilities or aviation support. These areas are commercial and industrial in character and are not located adjacent to residential development. Given the compatibility of the land uses that would occur as a result of the implementation of the various components of the proposed Project with the surrounding land uses and the lack of adjacent residential development, these components of the proposed Project would not divide an established community.

The adoption of Part 77 standards and the height limitations ordinance as well as the adoption of the noise insulation ordinance by the City of Burbank would not result in any changes in land uses in the Airport vicinity. Therefore, this component of the proposed Project would not divide an established community.

b) The Adjacent Property and the A-1 North Property are within the City of Burbank and are subject to the City of Burbank General Plan, the City of Burbank Zoning Code, and the City of Burbank Golden State Redevelopment Project Plan. These applicable local land use plans, requirements, and policies are maintained by the City of Burbank Community Development Department.

As part of the proposed Project, a portion of the Adjacent Property and the portion of the A-1 North Property to be acquired by the Authority would be rezoned from M-2 (General Manufacturing) to Planned Development. The various components that would be developed on the Adjacent Property and the A-1 North Property would be consistent with the Planned Development zoning.

The Golden State Redevelopment Project Area has been physically divided into three specific land use areas or classifications, each of which is to be devoted to either airport and/or industrial uses. The entirety of the Airport property and its surrounding properties (which includes the portion of the Airport, the Adjacent Property, and the A-1 North Property) has been classified within "Area A (Airport & Related)." Under the provisions of the Golden State Redevelopment Plan, Area A is intended to be developed and used for airport development including but not limited to runways,

taxiways, passenger terminals and related commercial uses, air cargo, automobile parking facilities, aircraft hangars, aircraft repair facilities, aircraft control facilities and other related and compatible uses.

The adoption of Part 77 standards and the height limitations ordinance by the City of Burbank would help ensure that only projects that are not hazards to navigation would be built near the Airport. The adoption of these standards would be consistent with the City's plans and policies.

The various components of the proposed Project would not result in a land use that is incompatible with the City of Burbank General Plan Land Use Element, the City's Zoning Ordinance, or the Golden State Redevelopment Project Redevelopment Plan. Therefore, the project would have no impact in terms of conflict with applicable plans.

c) The Airport does not fall within any habitat conservation or natural community conservation plans; therefore, the proposed Project would have no impact in this regard.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
X. MINERAL RESOURCES -- Would the project:				
a) 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?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒

a,b) The proposed Project would occur on land that is currently used for or was historically used for aviation-related purposes. The Airport vicinity is not known to contain any significant mineral resources of value to the region or state. The existing Airport, the A-1 North Property, and the Adjacent Property have been graded and compacted and mostly are covered with impervious surfaces. The only excavation that would occur as part of the proposed Project is associated with the underground fuel tanks at the QTA on the rental car center and the underpass beneath the realigned Terminal Loop Roadway. However, these excavation activities would be relatively minor and would not result in the loss of any significant resources. Therefore, the proposed Project would have no impact in this regard.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XI. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a,b) The acquisition and development of the A-1 North Property, the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, and the relocation of Lot A could result in the exposure of persons to or generation of noise levels and groundborne vibration on a temporary basis during the construction phase of the various components of the proposed Project. These impacts would result from the use of construction equipment. Groundborne vibration is generally a concern only with high impact equipment, such as pile drivers. Given that no major subsurface excavation (the construction of the underground fuel tanks associated with the rental car center are not likely to require the use of this type of heavy equipment) would take place for any of these components of the proposed Project, vibration is not expected to reach any significant levels. In addition, these activities would take place in accordance with the provisions of the City of Burbank's Noise Control Ordinance. Therefore, this would not be a significant impact.

Due to the location of these proposed components relative to the runways at the Airport and to existing roadways, these project components would be exposed to intermittent periods of aircraft

noise or noise generated by passing vehicles. Due to the location of these project components, the noise levels generated by construction equipment would not be significantly greater than the noise levels frequently experienced in surrounding land uses. In addition, there are no noise sensitive land uses in the vicinity of any of the project component sites. Therefore, this is a less-than-significant impact.

The completion of Taxiway D would result in a slight change in the use of runways at the Airport. As a result, the noise from aircraft operations in the Airport vicinity would slightly change. To determine this change in noise, the Integrated Noise Model (INM) was used to generate noise contours at the Airport. The information and assumptions that were used in developing the INM noise contours include the following:

- In the year 2000 the Authority prepared a Federal Aviation Regulation (FAR) Part 161 study that included a detailed projection of aviation activity. Much of the forecast information that resulted from the FAR Part 161 Study was used as the basis for revising the base year activity (2003) and the forecast projections for 2008 (this document is available for review at www.burbankpart161.org/pr.html).

- Passenger Airline Operations. For the base year (2003) passenger airline operations were calculated to include commuter and regional jet traffic. The passenger airline operation number was calculated using existing air carrier operations provided by the Authority, subtracting large cargo operations (Federal Express and United Parcel Service), and adding the regional jet and commuter airline traffic. The large cargo and commuter/regional jet traffic was calculated from the flight tracking data received from the Authority.

  The forecasts for passenger airline operations were calculated using the average annual growth rate for passenger airline operations from the FAR Part 161 study of 2.3 percent. This growth rate was used and applied to the base year (2003) passenger airline operations to estimate passenger airline operations through the year 2008.

- Cargo Large Operations. Large cargo operations include Federal Express and United Parcel Service flights conducted at the Airport. For 2003, these operations were calculated from the flight track data supplied by the Authority. This information has been used in past forecast projections, including the Part 161 study and is a good source of instrument flight operations.

  The FAR Part 161 study assumed that the number of large cargo operations would not increase through the year 2008. Based on the information in the FAR Part 161 study, the assumptions used in that study also were applied to these projections and large cargo operations were assumed not to grow through the year 2008.

- Cargo Small Operations. Small cargo operations are the flights operated by Ameriflight, the small package courier as well as several other similar small package couriers. Ameriflight, the largest small package courier operating at Bob Hope Airport, specializes in the transportation of time-sensitive material including financial documents. Based on the information in the FAR Part 161 study discussing small package courier operations, a base year of 19,094 total

operations was used for small cargo operations. This figure was used as the base year for the FAR Part 161 study as well. According to the analysis in the FAR Part 161 study, small cargo operations were not projected to grow in the future. Therefore, the revised forecasts applied that same assumption through 2008 and small cargo operations remained at 19,094.

- General Aviation (GA) - Jets. GA jet operations for 2003 were calculated as a percentage of the GA activity recorded in the flight track data supplied by the Authority. Because the flight tracking data includes only instrument flight operations (instrument flight plans filed with the FAA Air Traffic Control Services), the data does not account for all operations because aircraft operating uner visual flight rules (VFR) at the Airport are not tracked by the flight tracker. With the flight tracker not able to account for all aircraft operations, the percentage of GA jets was reduced slightly to account for the VFR flights in the GA piston category, which includes both instrument and visual operations. The GA jet operations were reduced because it was assumed that 100 percent of the GA jets operating at the Airport operated under instrument flight rules.

  In projecting GA jet operations for 2008 the FAR Part 161 study used an average annual growth rate of 6.6 percent. Due to the greater than forecast growth in the number of GA jet operations at BUR over the last several years, a slightly lower growth rate was used to project operations in the future. The 2004 FAA Aerospace Forecasts projects GA jet operations to increase at an average of 4.9 percent through 2015. Therefore, the national average of 4.9 percent growth was applied to the GA jet operations at BUR to calculate the 2008 operation projections.

- GA – Turbo Prop. GA turbo prop operations for 2003 also were calculated as a percentage of the GA activity recorded in the flight track data supplied by the Authority. Again, because the flight tracking data includes only instrument flights, not all of the flight data is included for GA operations. As with the GA-jets, it was assumed that 100 percent of the turbo prop aircraft were operating at the Airport under instrument flight rules. In factoring in the visual flight operations for GA, the turbo prop percentage also was decreased slightly.

  The 2008 projections for turbo prop operations were based on the Part 161 study growth rate of 1.2 percent.

- GA - Piston. GA piston operations for 2003 were calculated based on the 12-month monthly activity reports from the FAA form 7230-1. The numbers from these forms were adjusted based on input from the BUR air traffic control tower to determine the number of GA-piston aircraft for 2003. Due to the large number of visual flight operations that occur with this category of aircraft operations it was necessary for air traffic control to assist in establishing the baseline.

  Based on the growth of GA jets, turbo props, and helicopters over the past several years it was determined that GA piston operations would decrease as projected in the FAR Part 161 study. It was projected that the decrease in GA piston aircraft would not be as significant as projected

in the FAR Part 161 study and would only decrease by 2.2 percent instead of the projected decrease of 2.6 percent. A 2.2 percent annual decrease was used to project GA piston operations for 2008.

- Helicopter. Helicopter operations for 2003 also were also calculated based on the 12-month monthly activity reports from the FAA form 7230-1. The numbers from these forms were adjusted based on input from the BUR air traffic control tower to determine the number of helicopter operations for 2003. Again, helicopter operations are largely made up of visual flights and the input provided by air traffic control helped in establishing the baseline.

  According to the FAR Part 161 study, helicopter operations were anticipated to grow at a 1.0 percent average annual growth rate. Therefore, a 1.0 percent average annual growth rate was used in these projections to forecast helicopter operations through the year 2008.

- Total average day operations were calculated by dividing annual operations by 365.

- Time of day (Day, Evening and Night) splits for air carrier, cargo and general aviation were based on the Landrum & Brown/SH&E FAR Part 161 study and these splits were applied to the total day operation numbers for each of the categories of aircraft.

- In the Landrum & Brown/SH&E FAR Part 161 study no provisions were made for the Canadair Regional Jet (CRJ) as part of the air carrier fleet mix. In addition, the McDonnell Douglas-80 aircraft (MD80) was a larger percentage of the fleet mix in the Landrum & Brown Part 161 study than occurred in the actual 2003 flight tracking data. The 2003 base year fleet mix was updated to include the CRJ and an updated percentage of MD80 aircraft. Based on 2003 actual operations data the CRJ accounted for approximately 6% of the air carrier fleet mix while the MD80 accounted for 10%. The operations for the CRJ and MD80 were adjusted and incorporated into the 2003 fleet mix figures. Operations for the other aircraft in the air carrier fleet mix were adjusted proportionately.

- The 2003 fleet mix for large cargo and small cargo was assumed to be the same as the Landrum & Brown/SH&E FAR Part 161 study data for 2000-2003, while the general aviation fleet mix was extrapolated for the 2003 base year from the Landrum & Brown/SH&E FAR Part 161 study.

- Runway utilization from the Landrum & Brown/SH&E FAR Part 161 study was used for the 2003 base year condition and applied to each runway. For the future with the completion of Taxiway D, it was assumed that the general aviation piston and turboprop aircraft based in the northwest quadrant of the Airport would use Runway 26 for departures during the nighttime hours. This assumption would result in disclosing the worst-case noise-related impact resulting from the completion of Taxiway D. Assuming that general aviation operations would use Runway 26 for departures during the nighttime hours results in a slight increase in the number of departures on Runway 26 compared to the existing condition. Existing and future runway utilization is shown in Table 5.

TABLE 5: RUNWAY UTILIZATION

2003 Existing	Operations			Percentage		
Runway	Day	Evening	Night	Day	Evening	Night
08	169.45	27.09	12.39	34.72	5.55	2.54
15	148.28	22.77	13.00	30.39	4.67	2.66
26	8.82	2.32	2.77	1.81	0.47	0.57
33	9.89	2.22	14.77	2.03	0.46	3.03
Police Helicopters	37.93	10.81	5.50	7.77	2.21	1.13
2003 with Completion of Taxiway D	Operations			Percentage		
Runway	Day	Evening	Night	Day	Evening	Night
08	169.45	27.09	11.91	34.72	5.55	2.44
15	148.28	22.77	11.69	30.39	4.67	2.39
26	8.82	2.32	5.02	1.81	0.47	1.03
33	9.89	2.22	14.31	2.03	0.46	2.93
Police Helicopters	37.93	10.81	5.50	7.77	2.21	1.13
2008 without Completion of Taxiway D	Operations			Percentage		
Runway	Day	Evening	Night	Day	Evening	Night
08	170.50	28.22	13.83	33.30	5.51	2.70
15	161.66	24.47	14.64	31.57	4.78	2.86
26	8.62	2.45	2.81	1.68	0.48	0.55
33	10.55	2.35	15.12	2.06	0.46	2.95
Police Helicopters	41.20	10.23	5.40	8.05	2.00	1.05
2008 with Completion of Taxiway D	Operations			Percentage		
Runway	Day	Evening	Night	Day	Evening	Night
08	170.50	28.22	13.39	33.30	5.51	2.61
15	161.66	24.47	12.90	31.57	4.78	2.52
26	8.62	2.45	5.58	1.68	0.48	1.09
33	10.55	2.35	14.52	2.06	0.46	2.84
Police Helicopters	41.20	10.23	5.40	8.05	2.00	1.05

TABLE 6: OPERATIONS AND TIME OF DAY SPLITS

Actual 2003 Airport Operations

			Time of Day		
	Annual	Total Day	Day	Evening	Night
Passenger Airline	60,964	167.0	125.8	35.2	6.0
Cargo-large	1,494	4.1	1.7	1.7	0.7
Cargo-small	19,094	52.3	19.4	5.8	27.2
GA-Jets	21,922	60.1	48.8	6.1	5.3
GA-Turbo	6,790	18.6	15.3	2.1	1.3
GA-Piston	48,039	131.6	125.5	3.6	2.5
Helicopters	19,776	54.2	37.9	10.8	5.5
TOTAL	178,079	487.9	374.4	65.3	48.5

TABLE 7: CHANGE IN ACREAGE IN AREAS WITHIN THE 65 DB CNEL IN THE AIRPORT VICINITY AREA AS A RESULT OF THE COMPLETION OF TAXIWAY D

Zoning Codes	Areas East of the Airport	Areas North of the Airport	Areas South of the Airport	Areas West of the Airport	Total Change
Unzoned	0.00	-0.06	-1.79	4.10	2.25
AIRPORT*	0.00	-1.09	0.00	2.88	1.79
C2	0.00	0.03	-0.31	0.13	-0.15
M1	0.00	-0.93	0.00	0.95	0.02
M1	0.00	0.00	-0.93	0.00	-0.93
M1-1	0.00	0.00	0.00	0.00	0.00
M2	2.12	-0.75	-0.69	30.72	31.40
M2	10.00	-0.41	-0.09	0.00	9.49
M2-1	0.00	0.00	0.00	2.91	2.91
M2-1	0.00	0.00	0.00	0.20	0.20
MR1	0.00	-0.92	0.00	0.00	-0.92
MZ	0.00	0.00	0.00	0.66	0.66
PF	0.00	-1.10	-3.16	1.96	-2.30
R1	0.00	-6.80	-1.48	0.00	-8.28
R1	0.00	0.00	-0.11	0.00	-0.11
R1	0.00	0.00	-2.94	0.00	-2.94
R1	0.00	0.00	-0.07	0.00	-0.07
R1YY	0.00	0.00	-6.32	0.00	-6.32
R2	0.00	0.00	-0.22	0.00	-0.22
R3	0.00	0.00	-0.37	1.18	0.81
R4	0.00	0.00	-0.16	0.00	-0.16
R4	0.00	0.00	-0.20	0.00	-0.20
RD1.5	0.00	-0.28	-0.33	0.36	-0.24
RD2	0.00	0.00	-1.00	0.00	-1.00
RAILROAD	0.00	0.00	-0.08	0.00	-0.08
TOTAL	12.12	-12.29	-20.26	46.03	25.60

- Operations and time of day (day, evening, night) splits were all based on the Landrum & Brown/SH&E FAR Part 161 study. These splits are shown in Table 6.

- The air carrier fleet mix was revised slightly from the Landrum & Brown/SH&E FAR Part 161 study to reflect the change in MD80 aircraft due to newer and more efficient aircraft being purchased by Alaska Airlines and American Airlines, the two primary users of the MD80 at the Airport. The average age of the MD80 fleet for these two airlines is between 12 and 14 years old. Thus, the share of MD80 aircraft operating at BUR is estimated to decrease from 10% in 2003 to an estimated 1.5% in 2008. In addition, the air carrier fleet mix was updated to reflect the estimated increase in the use of the CRJ from 6% in 2003 to 9% in 2008. The remaining fleet mix percentages were adjusted proportionately for the remaining air carrier aircraft.

- The fleet mix for general aviation, large cargo and small cargo was all based on the Landrum & Brown/SH&E Part 161 study but extrapolated for the year 2008 where necessary.

The results from the INM runs show that the completion of Taxiway D would result in a negligible increase in the overall area within the 65 dB CNEL in the Airport vicinity (see Table 7 and Figure 6). However, the number of acres of residential uses within the 65 dB CNEL would decrease as a result of the completion of Taxiway D (see Table 7).

For areas west of the Airport, there would be an increase of approximately 46 acres within the 65 dB CNEL upon completion of Taxiway D (see Table 7). The primary land uses within these 46 acres are manufacturing and industrial uses. The only noise sensitive land uses that would be within the 65 dB CNEL as a result of the completion of Taxiway D are portions of 9 residential parcels along Hart and Simpson Streets in the City of Los Angeles (see Figure 7). A total of 1.54 acres of residential land would be included in the 65 dB CNEL upon completion of Taxiway D. The CNEL within the 1.54-acre residential area west of the Airport that would be within the 65 CNEL would increase from 64.8 dB CNEL to 65.0 dB CNEL. This increase of 0.2 dB CNEL would not be noticeable and is not considered to be significant.

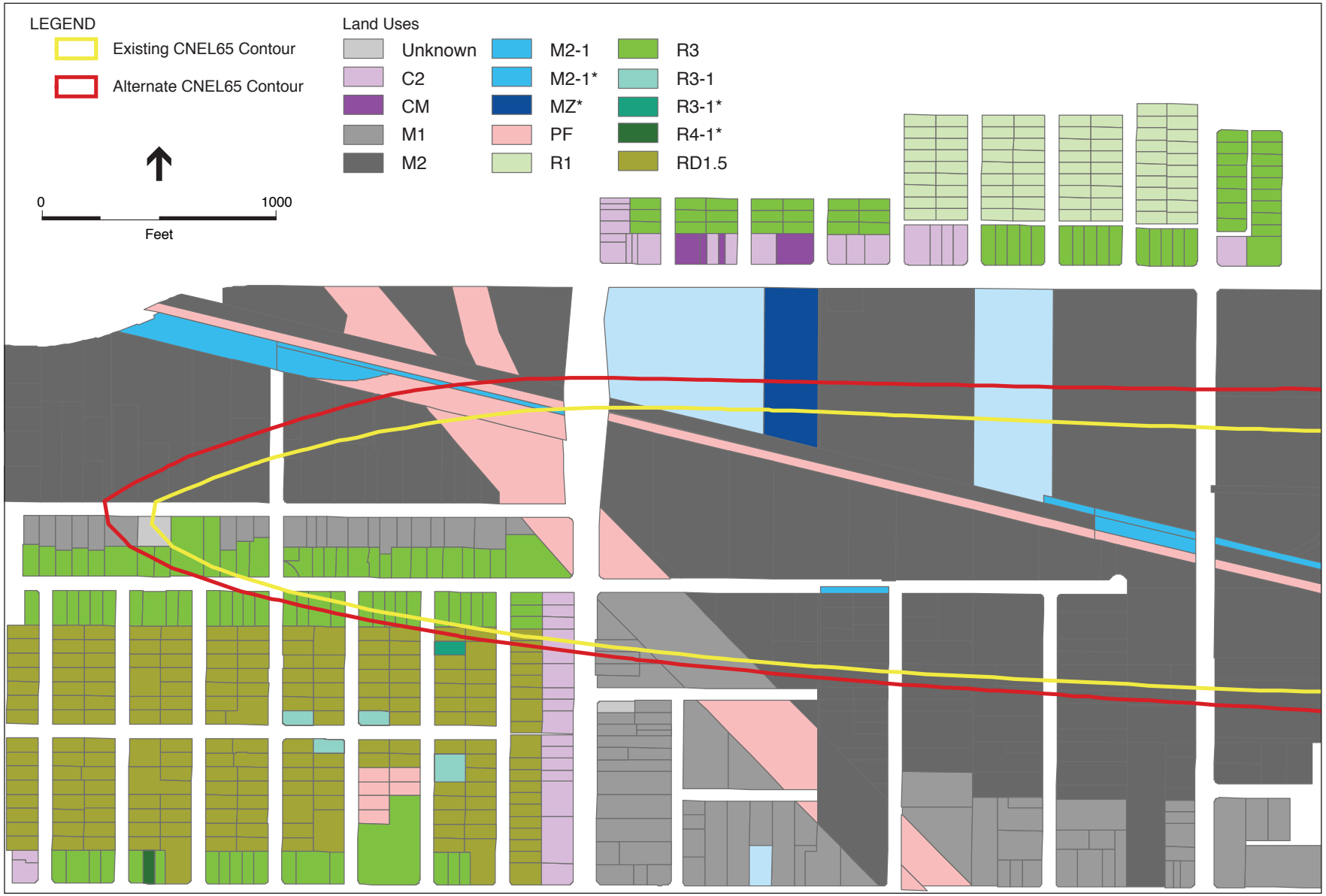
For areas east of the Airport, there would be an increase of approximately 12 acres within the 65 dB CNEL upon completion of Taxiway D (see Table 7). No residential land uses exist within these 12 acres (see Figure 6).

For the areas north and south of the Airport, the completion of Taxiway D would result in a decrease of approximately 33 acres within the 65 dB CNEL (see Table 7 and Figure 6). As shown in Table 7, approximately 20.29 acres of residential land uses would no longer be within the 65 dB CNEL in areas north and south of the Airport compared to the existing conditions. The CNEL in the 7.08-acre residential area north of the Airport that would no longer be within the 65 dB CNEL, which includes all or a portion of approximately 41 residential parcels, would decrease by 0.3 dB CNEL. The CNEL in the 13.21-acre residential area south of the Airport that would no longer be within the 65 dB CNEL, which includes all or a portion of approximately 108 residential parcels, would decrease by 0.2 dB CNEL.

SOURCE: PSOMAS and Environmental Science Associates, 2004

Figure 6

Existing and Projected 65 CNEL Noise Contour



SOURCE: PSOMAS and Environmental Science Associates, 2004

Figure 7

Detail of Land Uses West of BUR within the 65 CNEL Noise Contour under Existing Conditions and upon Completion of Taxiway D

As stated above, none of the changes to the noise environment as a result of the completion of Taxiway D would equal or exceed the 1.5 dB threshold of significance within the 65 dB CNEL contour or the 3 dB threshold of significance in the 60-65 dB CNEL contour. Similarly, because the flight tracks and flight track usage to the west of the Airport does not change, the changes in exposure in the 45-60 dB CNEL contours would not exceed the 5 dB threshold of significance criteria. Therefore, the completion of Taxiway D would result in a less-than-significant impact on the noise environment in the Airport vicinity.

c) The acquisition and development of the A-1 North Property, the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, and the relocation of Lot A would be exposed to intermittent periods of aircraft noise or noise generated by passing vehicles. A permanent increase in ambient noise levels at these project component sites above existing noise levels would not occur. These project components would include the same number of vehicle trips as the existing conditions, and would not introduce new vehicle noise sources. These project components would not induce more vehicle trips, but would reduce the number of vehicle miles traveled when compared to existing conditions. This would result in a corresponding reduction in the contribution to roadway noise in the vicinity of the Airport. Because the noise impacts would not be significant and because there are no noise-sensitive land uses in the vicinity of the locations where the various components of the proposed Project would occur, this impact is considered to be less than significant.

d) A temporary or periodic increase in noise levels could be experienced during the construction phase of various components of the proposed Project. However, due to the location of construction (on the airfield in the case of the completion of Taxiway D, on the Adjacent Property in the case of the relocation of Lot A, and on the A-1 North Property in the case of the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection and the development of valet parking and the rental car center), the temporary noise levels generated by construction equipment would not be greater than existing noise levels (as a result of adjacent road noise, airfield use, etc.). This is a less-than-significant impact. See also the discussion under XI.a and XI.b, above.

e) The various components of the proposed Project are located within and adjacent to a public-use airport. Due to the location of the various components of the proposed Project relative to the runways at the Airport and to existing roadways, each of the various components of the proposed Project is exposed to intermittent periods of aircraft noise or noise generated by passing vehicles. The noise levels currently experienced at the each of the locations of the various project components would not change as a result of the proposed Project over the long term.[1] Short-term noise impacts would result from construction activities. These impacts would be temporary, and less than significant. As noted above, the number of residences within the 65 dB CNEL noise contour would decrease. See also the discussion under XI.a and XI.b above.

[1] Pursuant to CEQA Guidelines section 15074(e), the project would not result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

f) The proposed Project would not take place within the vicinity of a private airstrip, and therefore, no impact would occur.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XII. POPULATION AND HOUSING -- Would the project:				
a) 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a,b,c) The proposed Project does not involve any displacement of housing or people. No effect on housing and population would occur as a result of the proposed Project. Implementation of the proposed Project would not include, generate, or directly affect any residential population. Implementation of the proposed Project would not include, generate, or affect any housing or housing-related land uses or activities. No major infrastructure extensions would be required for the proposed Project that could disrupt or divide a community. The proposed Project would not directly or indirectly increase or decrease population or housing levels, induce substantial population growth (directly or indirectly), displace substantial numbers of existing housing, or necessitate new housing construction elsewhere because the proposed Project is not expected to lead, directly or indirectly, to increased passenger demand at the Airport. Therefore, no population and housing impact would occur.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIII. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) There would be no significant new buildings or structures or public service demand-generating activities associated with implementation of the proposed Project. There would be no increase in the number of vehicle parking spaces associated with the relocation of parking. The various components of the proposed Project would have no impact on the effectiveness of police protection, fire protection, schools, parks, or other public service facilities. The various components of the proposed Project would not result in the generation of any additional students or an increase in the number of park users. In addition, the Authority has its own police department that handles all police protection services at the Airport. The proposed Project would not result in additional police protection services compared to the existing conditions.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a,b) Implementation of the proposed Project would not include, generate demand for, or affect any recreational resources or recreational-related activities. No change to public recreation or park resources would occur. There are no parks in the immediate area of the Airport that would be affected. The closest park to the Airport is Pacific Park, which is approximately one half of a mile south of the Airport. There would be no increase in park use as a result of the proposed Project, nor would the proposed Project require expansion of existing park facilities. Pacific Park would not be adversely affected by the proposed Project. This would result in no impacts in this regard.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XV. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

a,b) The proposed Project would result in a decrease of 254 public parking spaces at the Airport and an increase of 435 employee parking spaces (consisting of 385 new employee parking spaces, and the conversion of the 69 existing Car Wash valet parking spaces to 50 employee parking spaces). The number of vehicle trips to and from the Airport would not be affected because parking does not

currently constrain air passenger growth at the Airport; therefore, the changes in the number of parking spaces would not change air passenger traffic at the Airport. A reduction in parking owned by the Authority likely would result in air passengers using private, off-site parking facilities if Authority-owned facilities were fully occupied. Off-site parking facilities currently have excess capacity. Therefore, the demand for parking at the Airport would not change as a result of the proposed Project. However, there would be a redistribution of vehicles traveling between on-Airport locations due to the following proposed changes: (1) the location to which valet attendants would move vehicles; (2) the location for long-term public parking; (3) the location for employee parking; (4) the manner in which rental car customers obtain and return their rental cars; and (5) the introduction of premium self-parking spaces in proximity to the Airport terminal (see Appendix B for a detailed description of these changes in traffic movements). Traffic movements associated with short-term public parking would not be affected by any of the components of the proposed Project. In addition, no changes in surface traffic patterns would occur as a result of the relocation of Lot A, the realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection, or the completion of Taxiway D. Thus, the A-1 North Property acquisition and development component of the proposed Project would result in a redistribution of some on-Airport vehicle trips compared to existing conditions.

Effect of the Proposed Reconfiguration of Valet Parking Spaces (including Relocation of Spaces from the B-6 Trust Property). The A-1 North Property acquisition and development component of the proposed Project would relocate the valet parking spaces currently on the Valet East Lot, Car Wash and B-6 Trust Property to the A-1 North Property (the current use of the Valet South Lot would continue). As a result of that change, valet parking patrons would enter and exit the Airport (and drop off and pickup their vehicles) the same way as they currently do. With the use of the A-1 North Property, the use of the B-6 Trust Property for overflow valet parking would be discontinued. Compared to existing conditions where valet-parked vehicles travel through the Hollywood Way intersections at Thornton Avenue and Winona Avenue to be stored at the B-6 Trust Property, no valet-parked vehicles would travel through these intersections under the proposed Project and this would result in a reduction of an average of 1,200 trips per day through the Hollywood Way intersections at Thornton Avenue and Winona Avenue.

Effect of the Proposed Relocation of Long-Term Public Parking Spaces. Currently, long-term public parking spaces are available at Authority-controlled parking lots and at the privately-owned A-1 North parking lot. The A-1 North Property acquisition by the Authority and the development component of the proposed Project would reduce the number of long-term public parking spaces at the Airport, chiefly through the conversion of spaces in the A-1 Lot from long-term public parking not operated by the Authority to other types of parking (mostly valet) operated by the Authority. As a result, long-term public parking patrons would have three entry points to access the long-term public parking on the A-1 Lot (Hollywood Way / Thornton Avenue entrance, Empire Avenue entrance, and the driveway from the Hollywood Way / Avon Street intersection) compared to the two entry points to the existing long-term public parking operated by the private developer (from the Hollywood Way / Avon Street intersection and from Empire Avenue). Similarly, long-term public parking patrons would have two exits from the long-term public parking lot (Hollywood Way / Thornton Avenue intersection and the Empire Avenue exit) compared to the two exits from

the existing long-term public parking operated by the private developer (to the Hollywood Way / Avon Street intersection and to Empire Avenue). This would shift the turning movements that currently occur at the Hollywood Way / Avon Street intersection and the entrance / exit with Empire Avenue from long-term public parking patrons entering and exiting the existing A-1 Lot to the Hollywood Way / Thornton Avenue or Empire Avenue / Terminal Loop Roadway intersections. Even using extremely conservative assumptions that do not reflect the current owner's ability to fully use the existing 2,176 parking spaces on the A-1 North Property for airport parking, this shift would not have a significant impact on traffic. Assuming that the existing long-term public parking lot operated by the private developer has an occupancy rate of 25% and that there is an average two-day stay for long-term public parking patrons, this would result in the generation of 544 vehicle trips per day. To identify the greatest possible impacts associated with the proposed Project, it is assumed that the long-term public parking lot on the A-1 North Property after acquistion by the Authority would have 100% occupancy. With an average two-day stay for long-term public parking patrons, this would result in the generation of 557 vehicle trips per day. This would result in an increase of 13 vehicle trips per day compared to existing conditions. Under both the existing and future scenarios, it is acknowledged that these trips are not concentrated in the peak traffic hours and are spread relatively evenly over the hours of flight operations. With flights operating between 7:00 a.m. and 10:00 p.m., passengers would be expected to arrive and depart between the hours of 6:00 a.m. and 11:00 p.m. Thus, assuming that every on-site space were used every day, the increase of 13 trips would be expected to average less than one additional trips per hour, or about one inbound trip and one outbound trip every two hours. As noted above, these trips would be spread over three entrance points and two exit points to the Airport. Each of these intersections is currently operating at an acceptable level of service. Spreading one additional entrance trips per two-hour period over three intersections operating at acceptable levels of service and one additional exit trips per two-hour period over two intersections operating at acceptable levels of service would not create a significant adverse impact on traffic.

For the other long-term public parking lots operated by the Authority, there would be no change in the traffic movements associated with vehicles entering and exiting these lots. Therefore, the A-1 North Property acquisition and development component of the proposed Project would slightly reduce turning traffic movements at the Hollywood Way / Avon Street intersection and would slightly increase turning traffic movements at the Airport exits to Hollywood Way and Empire Avenue compared to existing conditions. Given that the Hollywood Way / Thornton Avenue and Empire Avenue / Terminal Loop Roadway intersections operate at acceptable levels of service and that the increase in vehicle trips through these intersections as a result of the development of long-term public parking on the A-1 North Property would be within the daily fluctuation of traffic, no changes to the level of service at either intersection would occur. Thus, the shift of vehicles exiting the long-term public parking lot on the A-1 North Property from one intersection (Hollywood Way / Avon Street) to two intersections (Hollywood Way / Thornton Avenue and Empire Avenue / Terminal Loop Roadway) that operate at acceptable levels of service would be a less-than-significant impact. Furthermore, any increase at the Hollywood Way / Thornton Avenue intersection would be offset by the reduction in valet trips described above.

Effect of the Proposed Relocation of Employee Parking Spaces. The A-1 North Property acquisition and development component of the proposed Project would relocate some employee parking spaces from the A-1 Lot to the Car Wash area or to the Employee Lot. As a result of the change from the A-1 Lot to the Car Wash area, traffic movements (turns) by employees would change from the driveway that leads west from the Hollywood Way / Avon Street intersection to the Hollywood Way / Thornton Avenue or Empire Avenue / Terminal Loop Roadway intersections. Because a greater number of employee spaces would be in the Employee Lot as a result of the proposed Project, there would be a slight increase in the number of traffic movements by employees using the Employee Lot. Since access to the employee lot is via the Hollywood Way / Winona Avenue intersection, there would be slight increase in the traffic turning movements at this intersection. However, given the currently acceptable level of service at the Hollywood Way / Winona Avenue intersection and the few number of employees that arrive or depart during the a.m. or p.m. peak hours on Hollywood Way, this is not considered to be a significant adverse impact. With no employee parking occurring in the A-1 Lot, no shuttle buses would be used to provide employees access to the terminal from that location. Thus, the number of trips through the Hollywood Way / Thornton Avenue intersection would be reduced. Employees who park at the Car Wash area to be converted from valet parking to employee parking would walk from the Car Wash area to the terminal. Therefore, the A-1 North Property acquisition and development component of the proposed Project would reduce employee-generated turning traffic movements at the Hollywood Way / Avon Street intersection and the Empire Avenue and Terminal Loop Roadway intersection and would not increase traffic generated by employees on area roads.

Effect of the Proposed Relocation of Rental Car Parking Spaces from the Rental Ready Lot (also known as the Terminal South Lot). The A-1 North Property acquisition and development component of the proposed Project would relocate the rental car parking spaces currently in the Rental Ready Lot to the A-1 Lot; it is assumed that some off-airport rental car companies would also move on-airport as a result of this project component.

Rental car customers currently deplane, and either pick up their rental cars in Terminal South Lot and leave the Airport either via exits to Hollywood Way or Empire Avenue, or take a shuttle bus from the valet drop-off area to pick up their rental car at one of the off-airport rental car companies. When returning to the Airport to drop off the rental car, rental car customers currently enter the Airport Loop Roadway from either Hollywood Way or Empire Avenue, or enter the Terminal South Lot directly from Empire Avenue west of the above-cited Empire Avenue entrance to the Airport. Customers who return the rental car to an off-airport rental car company use a shuttle bus to access the airport and the terminal; depending on the location of the off-airport rental car company, their shuttle buses use the Hollywood Way entrance or the Empire Avenue entrance to the Airport. As a result of the proposed change, all rental car customers would deplane and take the shuttle bus from the shuttle bus stop (across the Terminal Loop Roadway from the terminal) to the rental car counter at Lot A-1 (using the driveway to the rental car center from the realigned Terminal Loop Roadway). If the rental car customer is using a rental car company that has off-Airport operations, the rental car customer would get on that company's shuttle bus at the A-1 Lot. For rental car customers renting from companies with on-Airport operations, the rental car customer would leave the Airport in their rental car via a driveway that provides access to either the

northbound portion of the realigned Terminal Loop Roadway or to the driveway that leads west from the Hollywood Way / Avon Street intersection. Rental car customers using the northbound portion of the realigned Terminal Loop Roadway would leave the Airport either via exits to Hollywood Way or Empire Avenue. Rental car customers using the driveway that leads west from the Hollywood Way / Avon Street intersection would either turn right to go southbound on Hollywood Way, go straight through the intersection onto Avon Street for access to eastbound or westbound Empire Avenue, or turn left to go northbound on Hollywood Way to the Hollywood Way / Thornton Avenue intersection. The addition of the Hollywood Way / Avon Street intersection as a potential exit from the Airport for rental car customers would slightly increase turning traffic movements at the Hollywood Way / Avon Street intersection and would slightly decrease turning traffic movements at the Airport exits to Hollywood Way and Empire Avenue compared to existing conditions. The Hollywood Way / Avon Street intersection currently operates at the best level of service (LOS A). The slight increase in the number of rental cars that would go through this intersection would not result in any changes in the overall LOS at this intersection and would be offset by the reduction in the number of long-term public parking customers that currently exit the A-1 Lot through the Hollywood Way / Avon Street intersection. Thus, given the low number of rental car customers exiting the Airport on a daily basis, the changes in these turning traffic movements would not be significant.

When returning to the Airport to drop off their rental car, all rental car customers would go to the A-1 Lot, accessing the Airport either via the entrances from Hollywood Way or Empire Avenue. Once on the Terminal Loop Roadway, the rental car customer would access the rental car center via the driveway from the realigned Terminal Loop Roadway. The customer would use the shuttle bus to the shuttle bus drop-off location at the terminal (using the driveway from the rental car center to the northbound portion of the realigned Terminal Loop Roadway, and the U-turn on the Terminal Loop Roadway).

With the assumption that some off-airport rental car companies would use the facilities on the A-1 Lot, there would be fewer trips made by rental car company shuttles to off-airport locations. Depending on the location of the off-airport rental car company, the shuttle buses operated by the remaining off-airport rental car companies would arrive at the Airport either via the entrances from Hollywood Way or Empire Avenue, and would leave the airport via the Hollywood Way exit or the driveway that leads west from the Hollywood Way / Avon Street intersection.

Rental cars currently parked on the B-6 Trust Property are shuttled to the Rental Ready Lot when needed, traveling through the Hollywood Way / Winona Avenue and Hollywood Way / Thornton Avenue intersections. The B-6 Trust Property Rental Car Lot would continue to be used for temporary rental car overflow parking, which is a permitted use in the M-2 Zone.

Rental cars are cleaned and serviced after every rental. Currently, the rental cars are shuttled from the Terminal South Lot to the maintenance area in the southwest quadrant of the Airport using westbound Empire Avenue and passing through the Empire Avenue / North Clybourn Avenue intersection. A returned rental car is serviced and then shuttled to either the Terminal South Lot (on the reverse path – Empire Avenue / North Clybourn Avenue intersection and eastbound on Empire Avenue) or the B-6 Trust Property (through the Empire Avenue / North Clybourn Avenue, Airport

Entrance / Empire Avenue, Hollywood Way / Thornton Avenue, and Hollywood Way / Winona Avenue intersections). If the rental car is parked on the B-6 Trust Property, the rental car is shuttled to the Terminal South Lot via the Hollywood Way / Winona Avenue and Hollywood Way / Thornton Avenue intersections. Under the A-1 North Property acquisition and development component of the proposed Project, most of the servicing of rental cars would occur on the A-1 Lot at the Quick Turn Around, and a rental car would remain on the A-1 Lot until it is ready for rental. Therefore, no routine service trips would occur that would use any of the intersections described above. For heavier maintenance, the rental car would be serviced at the maintenance area at the southwest quadrant of the Airport and then returned to be rented again. Maintenance trips to the southwest quadrant would use the driveway that leads west from the Hollywood Way / Avon Street intersection, the Hollywood Way / Empire Avenue intersection, and the Airport Entrance / Empire Avenue and Clybourn Avenue / Empire Avenue intersections. Return trips from the maintenance area to the rental car center on the A-1 property would use the Clybourn Avenue / Empire Avenue, Airport Entrance / Empire Avenue, and the driveway to the rental car center from the realigned Terminal Loop Roadway.

The overall effect of the A-1 North Property acquisition and development component of the proposed Project would be to reduce rental car-generated traffic on Hollywood Way between Thornton Avenue and the B-6 Trust Property, and to reduce maintenance-generated traffic on Empire Avenue between the Terminal South Lot and the maintenance area in the southwest quadrant of the Airport. In addition, the expected relocation of some off-airport rental car companies to the new facilities on the A-1 Lot would reduce trips by those companies' shuttle buses on roadways surrounding the Airport. The relocation also would eliminate two shuttle bus trips through Airport entrances and exits for each rental car customer pick-up and two trips for each rental car customer drop-off. In totality, the number trips through the Hollywood Way / Thornton Avenue and the Empire Avenue / Terminal Loop Roadway intersections would be reduced.

Effect of the Introduction of Premium Self-Parking in Proximity to the Airport Terminal. Premium self-parking spaces, not currently provided at the Airport, would be located on the current Rental Ready Lot (Terminal South Lot). As a result of the A-1 North Property acquisition and development component of the proposed Project, premium self-parking patrons would enter the airport either via the Hollywood Way entrance or Empire Avenue entrance, and would enter the premium self-parking lot via the entrance driveway from the southbound Terminal Loop Roadway. Patrons would leave the premium self-parking lot via the exit driveway onto southbound Terminal Loop Roadway, and would leave the Airport via the exits on either Hollywood Way or Empire Avenue. This component of the proposed project would not materially change traffic movements on Airport-area roadways.

Summary of Public Parking Spaces Changes. There currently are 7,534 public parking spaces for use by airport patrons who bring their vehicles to the Airport or on the A-1 North Property (exclusive of employee parking). Included in this number are 6,269 spaces near the terminal building (including the currently paved spaces of the A-1 North Property) and the 1,265 spaces on the B-6 Trust Property that are used for overflow valet parking. The valet parking on the B-6 Trust

Property is included because valet customers use the entrances to the Airport on Hollywood Way and Empire Avenue to drop off their vehicles for valet parking.

The proposed project imposes a maximum number of public parking spaces at on-Airport facilities to be 7,280 spaces (exclusive of the 631 employee parking spaces). This would be a decrease of 254 spaces compared to a baseline of 7,534 spaces. Under the proposed development agreement the maximum number of public parking spaces at on-Airport facilities would be 7,280 spaces (exclusive of the 631 employee parking spaces). A decrease of 254 spaces would not result in any significant traffic impacts.

Summary of Changes in Traffic Movements. On the basis of traffic data collected between June 2003 and January 2004 regarding critical movements, intersections in the Airport vicinity that would experience a change in vehicle trips as a result of the A-1 North Property acquisition and development component of the proposed Project currently operate at an acceptable Level of Service (LOS) C or better during the a.m. and p.m. peak traffic hours.[2] The reduction of approximately 1,200 vehicle trips through the Hollywood Way intersections with Thornon Avenue and Winona Avenue as a result of the eliminated of valet parking on the B-6 Trust Property and the reduction of vehicle trips associated with shuttling rental cars through the Empire Avenue / Terminal Loop Roadway intersection would more than offset the minimal increase in trips by long-term public parking patrons at intersections in the Airport vicinity. Therefore, the overall effect of the A-1 North Property acquisition and development component of the proposed Project would be to reduce traffic volumes on Airport area roadways. Thus, the effect on traffic conditions would be less than significant because the levels of service for the critical movements at the intersections in the Airport vicinity would remain acceptable (LOS C or better).

Cumulative Traffic. Traffic volumes would increase in the Airport vicinity due to cumulative development, including the following projects in the cities of Burbank and Los Angeles:

- A-1 North Zelman Restaurants Project (25,827 square feet)
- Media Studios North Office Development (525,155 square feet)
- Buena Vista / Empire Residential (310 multi-family units) and Retail (1,000 square feet)
- Burbank Empire Center Office Development (500,000 square feet)
- Voit Airport Commerce Center “Light Industry” Condominium Park (480,000 square feet)
- Trammell Crow Office Development (155,000 square feet)

[2] Level of service (LOS) is a qualitative assessment of the average motorist’s and passenger’s perceptions of traffic conditions. LOS generally is described in terms of travel delay, freedom to maneuver, and comfort and convenience. Methods to determine LOS apply quantifiable traffic measures such as intersection volume-to-capacity ratios to approximate driver satisfaction. These measures differ by roadway type because the user’s perceptions and expectations vary by roadway type. A six-level rating scale has been established to describe levels of service, from LOS A (little or no delay) to LOS F (very lengthy delays). In accordance with the City of Burbank’s significance threshold criteria, LOS D is the minimally acceptable service level.

The increased traffic volumes would cause the volume-to-capacity ratio to increase (and level of service to worsen) at intersections in the Airport vicinity, including the intersections of Hollywood Way / Thornton Avenue and Hollywood Way / Avon Street. However, as described above, the proposed Project would decrease traffic volumes traveling through area intersections because the need to shuttle valet cars and rental cars would be reduced or eliminated. Therefore, the proposed Project would not contribute to any worsening of cumulative traffic conditions. In total, the proposed Project would have a less-than-significant traffic impact.

Construction Period Effects. The construction phase of the A-1 North Property acquisition and development component of the proposed Project would result in temporary increases in traffic volumes on area roadways. This temporary increase is associated with the movement of construction workers and equipment used for the construction of the relocation of a portion of the Terminal Loop Roadway, a valet parking plaza and building, a rental car center customer building, a rental car center parking structure (one elevated level), and a rental car center quick turn around facility. Construction-related traffic would cause a temporary and intermittent lessening of the capacities of Airport area streets because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. Because construction-generated trips are expected to be spread more-or-less evenly throughout a construction workday, impacts on peak-hour traffic likely would be limited. To ensure that the traffic impacts during construction would not be significant, the Authority would require contractors to implement Mitigation Measure #5 (see Section XVII). Generally, these practices include implementation of a traffic control plan, which would include measures (e.g., critical construction that would otherwise create congestion is to be done after normal airport passenger terminal operating hours, advance warning signs, flaggers to direct traffic, and advance notification of interested parties about the location, timing, and duration of construction activity) to maintain safe and efficient traffic flow during the construction period. The effect on traffic conditions would be less than significant.

The realignment of the Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection could result in lane closures and some congestion during the construction period. These impacts would affect vehicle movements on the Terminal Loop Roadway only and not on any other street, such as Hollywood Way or Thornton Avenue. Given the relatively small amount of traffic on the Terminal Loop Roadway, the effect on traffic conditions on the Terminal Loop Roadway would be less than significant.

In addition, there would be no construction traffic impacts associated with the relocation of Lot A or the completion of Taxiway D because the construction of both of these project components would primarily involve paving or repaving and would require a minimal number of truck trips on a daily basis.

c) The proposed Project would result a slight change in existing air traffic patterns associated with arriving and departing aircraft at the Airport as a result of the completion of Taxiway D. This would result in a more efficient use of the airfield and could result in the use of Runway 26 for more departures than what occurs under existing conditions (see Appendix A for details on the operational effects of the completion of Taxiway D). This would have a corresponding decrease in the use of Runways 15 and 33 for departures compared to existing conditions. However, this change

in air traffic patterns is limited only to the number of operations using specific runways and is not associated with any change in flight tracks associated with the use of these runways at the Airport.

d) The A-1 North Property acquisition and development, the Lot A relocation, and the Taxiway D completion would neither change the overall physical characteristics of the street network surrounding the site, nor generate traffic that is incompatible with existing traffic patterns. The realignment of Terminal Loop Roadway west of the Hollywood Way / Thornton Avenue intersection would result in an improvement in the safety of the Hollywood Way / Thornton Avenue intersection. Therefore, the proposed Project would have a less-than-significant traffic safety and hazards impact.

e) The various components of the proposed Project would not reduce the number of access points to the Airport as compared to the existing condition. Therefore, there would be no impact to emergency access.

f) The proposed Project would not result in any reduction with respect to the amount of parking capacity available for Airport passengers and employees. Thus, the overall parking supply as a result of the proposed Project would be adequate to accommodate demand for parking at the Airport. Therefore, the proposed Project would have a less-than-significant parking impact.

g) Buses currently provide service to and from the Airport throughout the day. No effects on the operation of those buses would occur as a result of the various components of the proposed Project. Therefore, the proposed Project would not interfere with adopted policies, plans, or programs supporting alternative transportation.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and				

resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVI. UTILITIES AND SERVICE SYSTEMS (cont.)				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a,b) The proposed Project would not affect wastewater generation or wastewater treatment. The only components of the proposed Project that would require wastewater services would be the valet building, the rental car center customer building, the existing car wash that would be used for valet car washing, and the car washing facility that would be provided as part of the QTA. These facilities would include restrooms as a convenience to valet parking patrons and rental car patrons and are not expected to result in increased generation of wastewater above what is currently generated at the Airport. The car washing activity that would take place at the rental car center would offset and replace the same number of car washes that would take place in current facilities, including the existing rental car maintenance facility and other off-airport rental car washing facilities. In addition, the car washing at the new rental car center would use recycled water as part of the operations. Therefore, the proposed Project would not result in an increase in the amount of wastewater generated.

c) Stormwater facilities already exist at the Airport, on the A-1 North Property, and on the Adjacent Property. It is anticipated that no new infrastructure would be required since these areas have historically been covered with impervious surfaces. However, the Authority would be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles issued by the Regional Water Quality Control Board. Compliance with the SUSMP would ensure that there are adequate storm water drainage facilities to accommodate runoff at the Airport and that no significant environmental impacts would occur (see Section VIII.a, above).

d) Because the number of valet car patrons and rental car patrons would not change as a result of the proposed Project, the water supplies to the various components of the proposed Project would not be greater than those quantities that are currently provided (see Section XVI.a,b, above). This would be no impact in this regard.

e) The Authority provides restroom facilities for valet parking employees and patrons and for rental car employees and patrons (see Section XVI.a,b, above). These services generate a nominal amount of wastewater. Since the Authority currently provides these facilities, there would not be any additional burden placed on wastewater collection services above and beyond current conditions. Since these facilities currently exist and no additional services are included within the proposed Project, this would be no impact in this regard.

f,g) The proposed Project does not have the potential to significantly increase or decrease the production of solid waste. Any existing solid waste collection facilities would continue to remain following the completion of the various components of the proposed Project. No additional solid waste generation would occur relative to existing conditions. Therefore, there would be no impact to landfills or solid waste requirements.

XVII. MITIGATION MEASURES

Mitigation Measure #1: Construction-Related Air Pollutant Emissions

The Authority shall require contractors to comply with the following best management practices to reduce pollutant emissions during construction activities.

- All off-road equipment shall be well-tuned and regularly serviced to minimize exhaust emissions. A regular and frequent check-up and service/maintenance program shall be established for all equipment used during construction.

- Ultra-low sulfur fuel (with low sulfur and low aromatic content) in combination with a fuel additive (such as Puri-NO_x) shall be used in all diesel-powered off-road equipment to minimize NOx emissions. Products such as this can reduce NOx emissions by roughly 14 percent.

- The injection timing on all diesel-powered equipment shall be retarded to minimize NOx emissions.

- Electrically-powered equipment, or equipment fueled by an alternative, less-emitting fuel (e.g., liquefied natural gas [LNG] or compressed natural gas [CNG]) shall be used, as feasible. Use of alternative fuel engines can be expected to achieve a reduction in NOx emissions of at least 37 percent.

Mitigation Measure #2: Construction-Related Cultural Resource Impacts

Pursuant to CEQA Guidelines 15064.5 (f), the Authority shall institute "provisions for historical or unique archaeological resources accidentally discovered during construction". Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project proponent and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the County. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.

In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

  The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and

  If the coroner determines the remains to be Native American:

  The coroner shall contact the Native American Heritage Commission within 24 hours.

  The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

  The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

  The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

  The descendant identified fails to make a recommendation; or

  The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Mitigation Measure #3: Construction-Related Soil and Erosion Control

The Authority shall require contractors to comply with the following best management practices to reduce impacts due to soil loss and erosion during construction activities.

- As grading progresses, erosion control and protective devices shall be removed or installed as needed to minimize risk of sediment discharge from the site. Site perimeters shall be protected with sandbags, silt fence or other acceptable best management practices. Debris and mud will be contained within the site, and may not be transported from the site via sheet flow, swales, area

drains, natural drainage courses or wind. Active storm drain inlets and outlets will be protected to prevent potential pollutants from discharging the site.

- Construction site to be inspected at 40% prediction of rain, every 24 hours during extended rain events, and within 24 hours after each storm event to ensure that all best management practices and devices are functional, and to determine maintenance needs. No potential pollutants shall be allowed to be discharged offsite or into drains. A contingency stormwater sampling plan, and sample kits shall be onsite, or at a nearby location.

- Materials containing potential pollutants shall be protected from contact with stormwater, any accidental spill of a potential pollutant shall be contained and cleaned up promptly to prevent discharge from site.

- Equipment maintenance activities shall be performed in the designated areas onsite.

- Water trucks shall be used as needed, to minimize fugitive dust.

- Active construction entrance driveways will be stabilized to minimize dirt or mud being tracked into public streets. Street sweepers, broom sweeping or approved best management practices shall be used as needed to clean up dirt which enters public streets.

- Stockpiles of dirt or sand will not be allowed to discharge from the site, via wind or exposure to stormwater.

- Completed slopes over 5 feet high shall be stabilized with any of the following: copolymer, hydroseed material, jute netting, earthguard, or other accepted best management practice measures.

- Designated concrete washout stations will be used onsite for all concrete waste water.

Mitigation Measure #4: Construction-Related Hazardous Materials

a) Prior to commencement of excavations exceeding 10 feet in depth, the Authority will conduct focused investigations of the areas to be graded. If soil is determined to be contaminated, it shall be cleaned or excavated as necessary to complete the work and shall be disposed only at a facility permitted to take such soil.

b) If, during the execution of any grading contemplated by the scope of work, suspected hazardous materials, odors, liquids, or other substances are encountered, the contractor is to immediately contact the Authority for direction before proceeding in the suspected area of contamination. No work shall continue unless and until the suspected material is tested for contamination. If soil is determined to be contaminated, it shall be cleaned or excavated as necessary to complete the work and shall be disposed only at a facility permitted to take such soil.

Mitigation Measure #5: Construction-Related Traffic

The Authority shall require contractors to comply with the following best management practices to reduce impacts related to construction traffic.

- Schedule critical construction activities at times other than during normal airport passenger terminal operating hours.
- Post advance warning signs to notify drivers of construction activities.
- Use flaggers to direct traffic, as needed.
- Provide advance notification to all parties within 500 feet about the location, timing, and duration of construction activity.
- Coordinate with the City as appropriate to avoid or minimize construction related impacts on City streets.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant With Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Due to the history of development over the past 70 years at the Airport and in the Airport vicinity, there is no potential to degrade the quality of the environment in terms of impacts on biological resources (see Section IV, above).

b) The less-than-significant impacts associated with the proposed Project are limited in geographic area and scope. The proposed Project would not contribute to any cumulative impacts associated with other projects in the Airport vicinity. Since all potential impacts would be temporary or of limited geographic area, the proposed Project does not have impacts that would be cumulatively considerable.

c) With the implementation of the identified mitigation measures, the proposed Project would not result in any adverse construction-related impacts to human beings. The operational impacts associated with air quality, noise, hazardous materials, traffic, and public services and utilities do not exceed any established significance thresholds and would not be considered significant.

APPENDIX A

Bob Hope Airport
Analysis of Completion of Taxiway D

INTRODUCTION

This appendix provides an overview of the existing operational conditions and the anticipated changes at Bob Hope Airport (Airport) resulting from the proposed completion of Taxiway D.

In preparing this analysis, a site visit was conducted and a number of interviews took place with Burbank-Glendale-Pasadena Airport Authority (Authority) staff, FAA air traffic control staff, and operations staff. Additionally, a number of studies and data that were provided by the Authority were reviewed.

BACKGROUND

The Airport has been long known as the most convenient airport for the North Los Angles area and the closest airport to downtown Los Angles. Currently, six major air carrier airlines operate at the Airport with Southwest Airlines being the largest in terms of operations and passengers. In addition, the Airport is home to over 117 based general aviation aircraft and cargo service is provided by Fed Ex, UPS and Ameriflight. In 2003, the Airport served just over 178,000 aircraft operations on its two intersecting runways, Runway 8-26 and Runway 15-33. Activity is projected to increase at the Airport to approximately 187,000 operations by 2008 according to the revised projections using the average annual growth rates calculated as part of the Landrum and Brown FAR Part 161 study.

The Airport has identified a number of improvements that will enhance efficiency, safety and security at the airport. One of these projects is to complete Taxiway D from Taxiway A to the end of Runway 26. This project is necessary to improve taxi flow on the airfield, reduce runway crossings, provide a more manageable workload for air traffic controllers, and enhance the safety and security around the terminal and aircraft parking area.

EXISTING AIRFIELD OPERATIONAL CHARACTERISTICS

To understand how the Airport currently operates, a number of operational characteristics were reviewed. This review provided an existing condition for the Airport against which changes associated with the proposed completion of Taxiway D could be identified.

Airfield Restrictions

A number of older civilian airports, especially those built in the 1930s and 1940s, have airfield restrictions that often limit their ability to operate efficiently. Many of these airports, initially designed to handle propeller driven aircraft, now must accommodate larger, faster jet aircraft to keep up with the ever-changing fleets of the airlines. Unfortunately, due to surrounding development, land space and cost constraints, the expansion options for these airports are limited and often require a variety of restrictions

be put in place to safely handle the desired aircraft. The Airport has a number of airfield operational restrictions that are outlined below:

- Taxiway B – Restricted to aircraft with wingspans of 79 feet or less which is limited to Aircraft Design Group (ADG) II.
- Taxiway G – Restricted to aircraft with wingspan of 95 feet or less, which includes some ADG III aircraft and all ADG I and II aircraft.
- Taxiway A – Restricted to ADG IV aircraft with wingspans of 171 feet or less.
- Air Carrier Non-Movement Taxilane – Only aircraft with wingspans less than 117 feet 5 inches are authorized to taxi between gates A9 and B5, up to the hold short lines for Runway 15-33. Aircraft with wingspans less than 113 feet are authorized to taxi the entire length of the Non-Movement area and may taxi past the end of this non-movement taxilane that terminates abeam Gate B3 for the purpose of parking at Gate B3 only. Aircraft with a wingspan that exceeds 95 feet and are taxiing past Gate B3 to Gate B2 occupy Runway 15-33 until parked at Gate B2 and require air traffic control clearance of Runway 15-33 to proceed to Gate B2. Runway 15-33 also is considered occupied whenever aircraft with a wingspan exceeding 95 feet are pushing back from Gate B2. Any aircraft taxiing past Gate B2 to park at Gate B1 occupies Runway 15-33. Runway 15-33 also is occupied whenever aircraft are pushing back from Gate B1 for taxi outbound. The only exception is an aircraft with a wingspan less than 70 feet such as the Canadair Regional Jets (CRJs).
- No aircraft with a wingspan that exceeds 95 feet is authorized to taxi past gate B3 to gate B2 when Runway 15-33 is in use.
- Runway 8 is closed to all departing multi-engine aircraft weighing over 12,500 pounds.

These airfield restrictions limit the ability of air traffic to handle aircraft on the ground efficiently, especially with the lack of a full-length parallel taxiway on the north side of Runway 8-26.

Taxiway Flows

The Airport serves a variety of users, including passenger airlines, cargo and general aviation traffic. The passenger terminal facility is located in the southeast quadrant of the airport. The “L” shaped terminal has a total of 14 aircraft parking positions with the only airside access to this facility provided by the air carrier non-movement taxilane.

Cargo facilities are primarily located in the southwest quadrant of the Airport with some small package cargo handled at Mercury Air Center in the northwest quadrant. The cargo facilities used by the large cargo aircraft of Fed Ex and UPS are located between Taxiway C7 and C6 on the southwest side of the airport. These facilities are closest to the end of Runway 33 and airside access to these facilities is via Taxiway C. Cargo facilities operated by Ameriflight, the nighttime bank note and check haulers, are located closer to the end of Runway 8, adjacent to Taxiway C8 in the southwest quadrant. Airside access to the Ameriflight facility also is via Taxiway C.

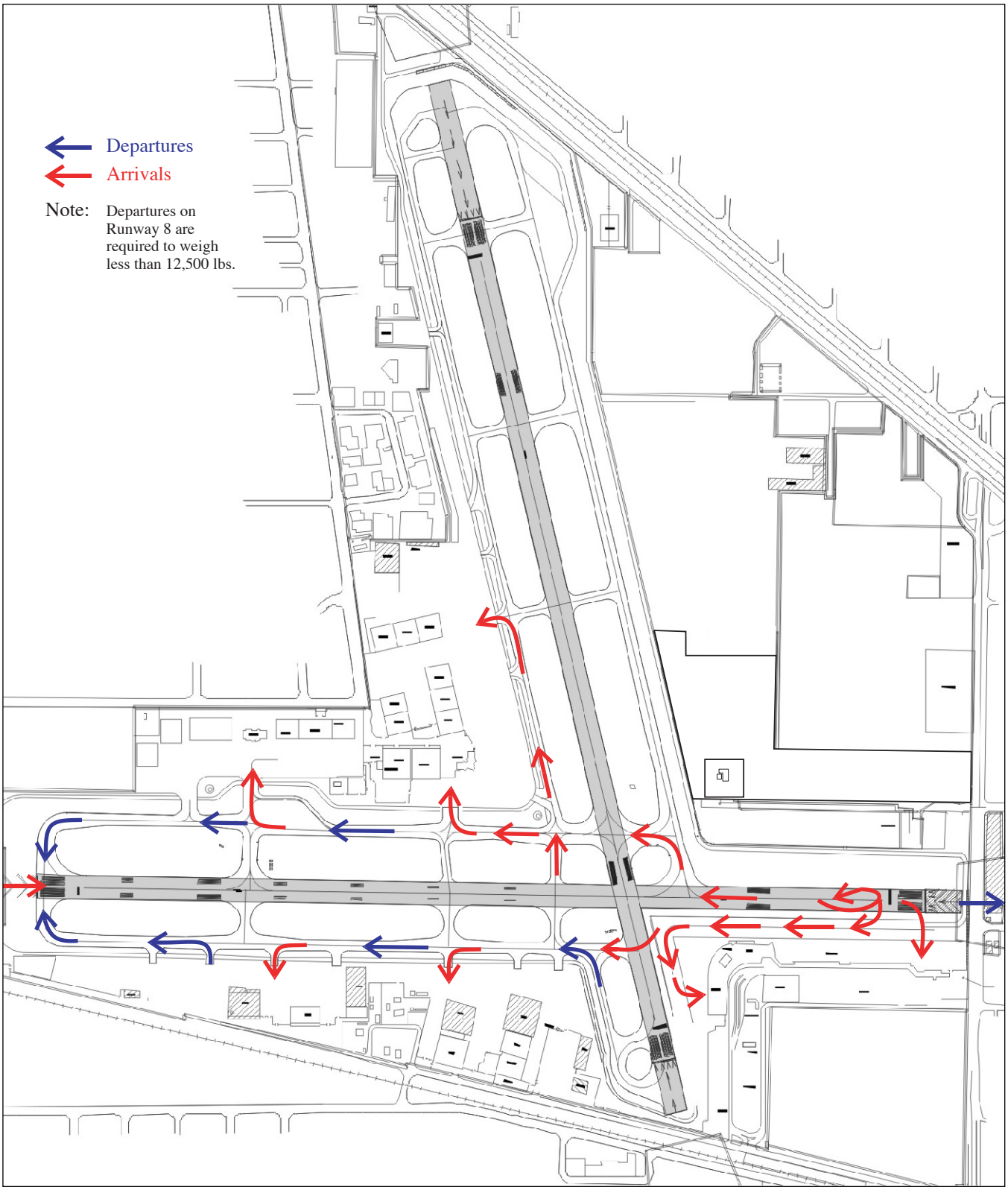
The majority of general aviation facilities are located in the northwest quadrant between Taxiway D8 and B2. These facilities include the two large fixed base operators (FBOs) Mercury Air Center and Million Air Burbank, as well as a number of airport tenants that lease hangars directly from the Authority. They also include a large aircraft parking

apron as well as a number of hangar facilities. Airside access to these facilities is provided by either Taxiway D or Taxiway B. Additional general aviation facilities also are located in the southwest quadrant, just west of Taxiway C8.

The taxi flow (the directional movement of aircraft on the ground) at the Airport depends largely on the current runway use. In addition, the type, size and weight of the aircraft operating at the Airport also will influence the taxi flows due to the operational airfield restrictions discussed prior. Due to the restrictions in the terminal area with the non-movement taxilane, the current fleet of commercial air carrier aircraft serving the Airport passenger terminal all have wingspans at or less than 117’ 5”.

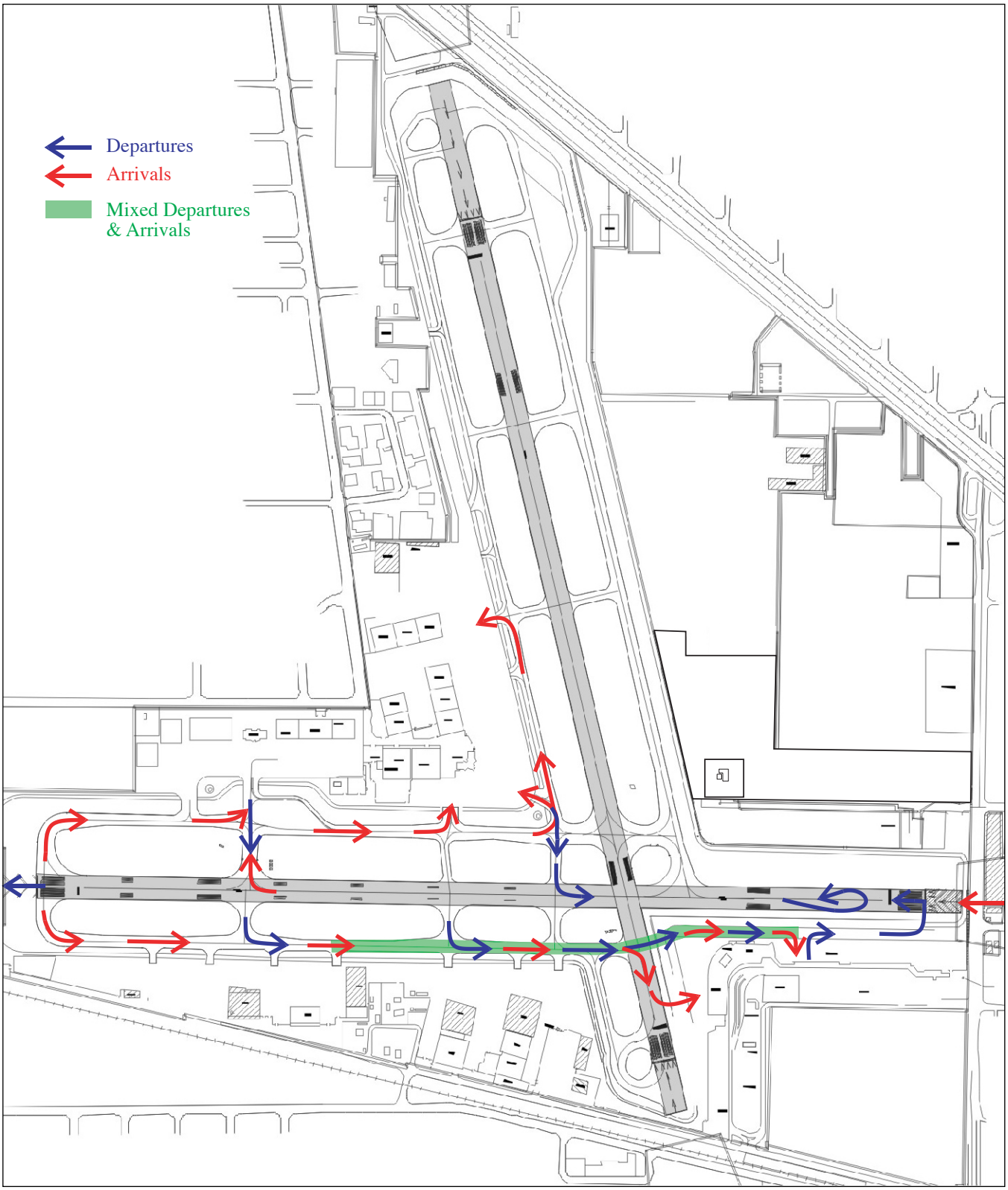
Figure A-1 depicts how the airfield currently operates in terms of taxi flows when aircraft arrive and depart on Runway 8. The red arrows show the taxi direction of arrival aircraft and how the larger aircraft (aircraft with wingspans larger than 117 feet 5 inches) must turn around on Runway 8 and back taxi on the runway across Runway 15-33 to the northwest or southwest quadrants. This back taxiing maneuver closes operations to Runway 8 until the aircraft is clear of the runway. If the arrival aircraft has a wingspan of less than 117 feet 5 inches, it can turn off the runway onto the non-movement taxilane and turn directly into gates A9 through A1 and B5. If the aircraft is taxiing to gates B1 through B4, it must abide by the restrictions outlined above. Depending on how congested the terminal area is, and how many aircraft are on final approach to Runway 8, air traffic may route general aviation traffic onto the non-movement taxilane to quickly release the runway for another landing aircraft, or they will have them back taxi on the runway if there is sufficient separation and time to safely back taxi. The blue arrows show the departing aircraft taxi flows for Runway 8. The majority of these aircraft will be taxiing from either the northwest or southeast quadrant. Due to the operational restrictions for departures on Runway 8, only aircraft weighing less than 12,500 lbs can takeoff using this runway. All other aircraft must use Runway 26 or Runway 15-33 for departures.

Figure A-2 depicts the airfield currently operates in terms of taxi flows when aircraft arrive and depart on Runway 26. The red arrows show the taxi direction of the arriving aircraft on Runway 26 and the blue arrows show the departures. The green shading shows a potential mix of departure and arrival aircraft as well as a mixing of general aviation and air carrier aircraft on the non-movement taxilane. Once again, aircraft with the larger wingspans, over 117 feet 5 inches, are required to back taxi on the runway and can not use the non-movement taxilane. Figure A-2 shows the potential for congestion that occurs in the terminal area with aircraft taxiing to the Runway 26 end for departures, aircraft backing out of the terminal gate positions, aircraft pulling into terminal gate positions, ground service vehicles (aircraft refuelers, baggage carts, catering, maintenance vehicles, aircraft tugs, etc) using the taxilane to travel around the terminal building, and the mixing of general aviation traffic on the passenger air carrier taxilane. All of these activities in the terminal area are occurring in an area which is not controlled by the air traffic control tower. Pilots, airline workers, ground service vehicles operate at their own discretion with air traffic only advising not controlling the ground movements in this area.



SOURCE: Environmental Science Associates

Figure A-1
Existing Taxi Flows When Aircraft Arrive and Depart on Runway B



SOURCE: Environmental Science Associates

Figure A-2
Existing Taxi Flows When Aircraft Arrive and Depart on Runway 26

In-trail separation

In-trail separation is the distance aircraft must keep between themselves and an aircraft on the same flight path when transiting to or from a runway. This separation not only applies to arrivals and departures but also applies to in-flight activities. Typically in-trail separation for arriving aircraft is 3 to 4 miles between aircraft arriving on the same runway. For Runway 8 at the Airport, 3 to 4 miles separation is the standard for aircraft with wingspans smaller than a B757. Aircraft with wingspans equivalent to the B757 or larger and are arriving on Runway 8, requires air traffic control to automatically apply an 8 mile in-trail separation to allow enough time for the aircraft to back taxi on the runway and clear to the taxiway before the next aircraft lands. Additionally, if a prop or turbo prop type general aviation aircraft follows an aircraft the size of a B757 or larger for landing, an eight mile in-trail separation is typically used for wake vortex. When Runway 8 is the active runway, air traffic control workload at the Airport is high and inefficient compared to other facilities of the same size due to the lack of a functional taxiway exit and full length parallel taxiway with the ability to accommodate all aircraft types. Runway 8 is the only runway with a precision approach at the Airport and it is the preferred runway for landing. Once an aircraft has landed and is using the non-movement taxilane, air traffic control must confirm through visual reference that aircraft on the non-movement taxilane is tracking the taxilane centerline or air traffic control must have any aircraft on final approach "go around" and abort the landing. According to air traffic control, Runway 8 averages four to five go arounds per week caused by the runway back taxi operation or aircraft not following the non-movement taxilane centerline. These unexpected go arounds place an additional strain on the controllers and facilities around the Airport.

Runway Use

The runway use splits that were used in the FAR Part 161 study, conducted by Landrum and Brown in June of 2002, were reviewed and confirmed in determining runway utilization in 2003. Runway utilization is usually dictated by wind direction because aircraft will normally land and takeoff into the wind to enhance the lift characteristics of their aircraft. It is also important because it greatly influences taxi flows and ground operations at the airport. Table A-1 shows the combined (air carrier, cargo and general aviation) runway use percentages based on a typical average day.

Table A-1
Runway Use by Percentage

Runway	Percentage
08	49.9%
15	40.3%
26	3.8%
33	6.0%

According to discussions with airport staff an estimated 75% of air carrier landings occur on Runway 8 while it is estimated that over 90% of air carrier departures occur on Runway 15. Based on the standard operating procedures for some of the airlines and cargo carriers, company policies prefer their pilots to land on the runway with the lowest minimums available and depart on the longest runway if conditions are favorable. This

seems to hold true at the Airport when looking at the overall runway use percentages. Airline departures using Runway 26 are not typical. However, morning flights by Southwest Airlines have used this runway when wind conditions are right to minimize noise impacts and expedite their departure.

Santa Ana winds, which come from the northwest in the winter, typically change the operating characteristics of the Airport. Under normal conditions, Runway 8 will be used primarily for arrivals while Runway 15 will be used primarily for departures with arrivals sequenced in when adequate separation of aircraft can be provided. This is often reversed with Santa Ana wind conditions. During these periods, the majority of arrivals use Runway 33 with some on Runway 26. Departures are split between the two runways depending on aircraft performance and the need for certain aircraft to operate on the longer runway.

Commercial and GA interactions

Air carrier and general aviation operations mix at the Airport with the use of shared facilities such as runways and taxiways. This mixing of operations is not unlike many airports across the United States that serve all types of aviation activity. One potential safety and security concern is the mixing of these types of activity on occasion on the air carrier taxilane that abuts the air carrier parking apron. The air carrier apron is a busy area during peak times of the day with aircraft, ground service equipment, fuel trucks, people, and small general aviation aircraft. Aircraft/Ground vehicle incursions occasionally do occur at the Airport and this area has the potential to have more of these types of incidents as traffic continues to grow as projected. According to the National Transportation Safety Board (NTSB) aircraft/ground vehicle incursions are a top safety concern they would like to see addressed through future airfield improvements.

PROPOSED ACTION AND OPERATIONAL IMPLICATIONS

Project Overview

The proposed completion of Taxiway D would connect Taxiway D at the Taxiway A-4 exit to the end of Runway 26. This portion of the completed Taxiway D would have the same runway to taxiway centerline separation as the existing Taxiway D from the Runway 8 end to the intersection of Runway 15-33. The completion of Taxiway D would meet the design criteria (width, strength, marking, lighting, etc) of ADG IV type aircraft. Overall, the Taxiway D completion would be approximately 1,650 feet in length and once operational, it would provide for a full-length parallel taxiway on the north side of Runway 8-26.

One of the features of a completed Taxiway D would be pavement that is wide enough at the eastern end of the taxiway to permit aircraft to pass each other and eliminate any unnecessary queuing or idling on the taxiway, as well as provide flexibility for air traffic control to alter the departure sequence of aircraft without having to back-taxi aircraft onto a runway.

Changes in airfield restrictions

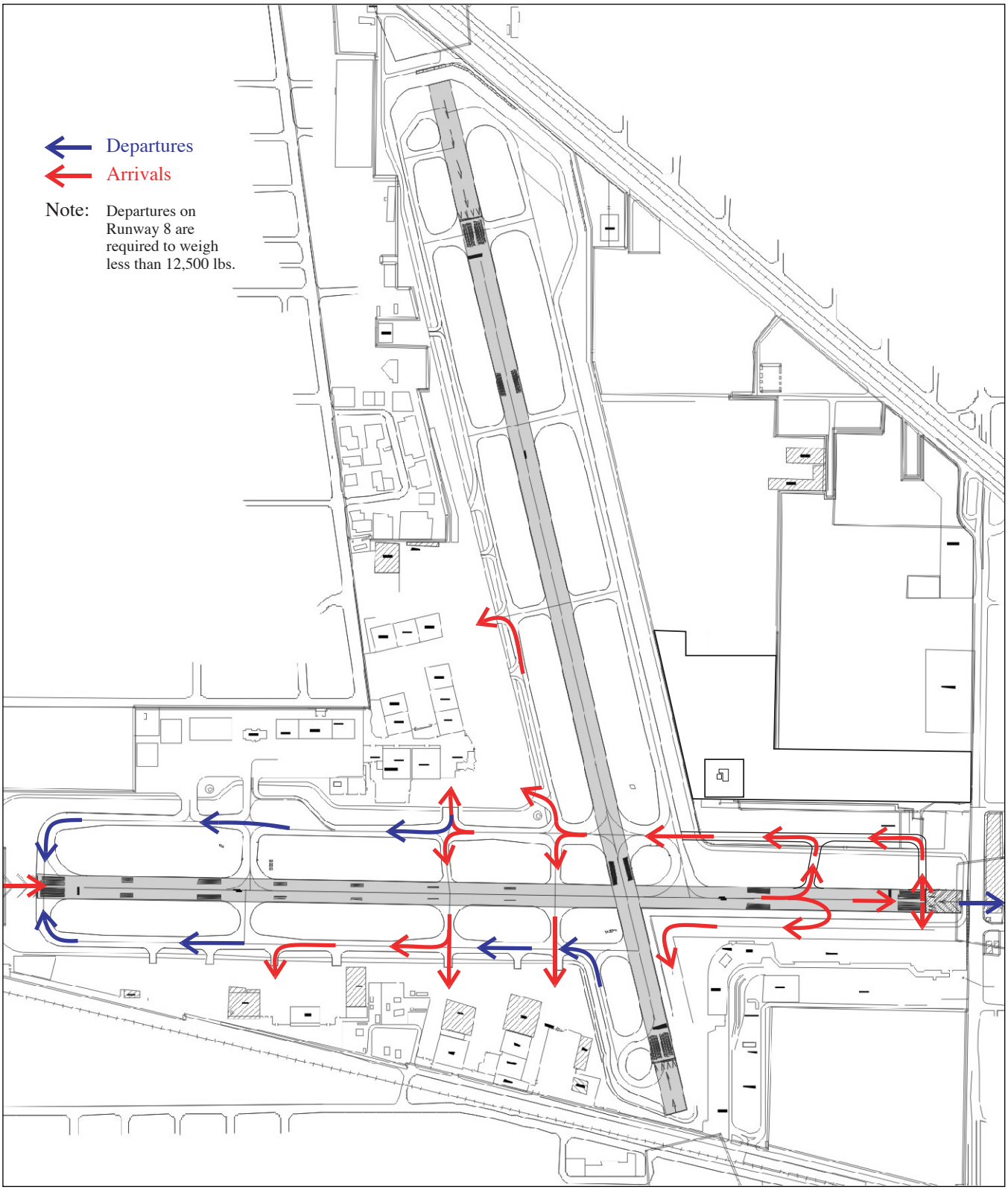
Based on the initial planning and preliminary layout of the completion of Taxiway D, no changes in the airfield operational restrictions are anticipated. Implementation of this project would make it easier for air traffic to coordinate the movement of aircraft on the ground with all of the current restrictions and would allow for more flexibility in taxiing aircraft across the airfield. This is especially true when operations require the use of Runway 26 for departures.

Changes in taxiway flows

The biggest change with the completion of Taxiway D is how aircraft ground movements would be affected. During daytime and evening hours, general aviation operations that land on Runway 8 or takeoff on Runway 26 generally use Runway 8-26 for taxiing and back-taxiing purposes. On occasion, they will use the non-movement taxilane for access to and from Runway 8-26 depending on taxilane congestion and aircraft on final approach to Runway 8-26. During nighttime hours after commercial air carrier operations have finished their scheduled operations, other general aviation and small cargo aircraft that desire to depart on Runway 26 use the non-movement taxilane to move across the airfield. The proposed taxiway would eliminate the need for general aviation and small cargo aircraft to use the runway for back-taxiing or the non-movement taxilane, which would reduce the amount of aircraft traffic through an already very busy area. This would improve safety and help reduce the potential for aircraft/vehicle incursions, as well as enhance security around the terminal and the parked air carrier aircraft. The completion of Taxiway D also would reduce the number of go arounds and aborted landings. According to air traffic control, last summer was a particularly difficult period in controlling ground movements at the Airport due to the storms in the east that would cause lengthy delays for departing aircraft. Air traffic control had no problem getting incoming aircraft on the ground but once on the ground there were very few places to have these aircraft wait until their gates became available. The completion of Taxiway D would allow air traffic control to have better queuing and sequencing of aircraft into the terminal and gate area.

Figure A-3 depicts the completion of Taxiway D and how aircraft movements are anticipated to occur with arrivals and departures occurring on Runway 8. The following outlines the possible changes with the operational flows on the airfield:

- Eliminates the need for aircraft landing on Runway 8 to make a 180 degree turn on the runway and back taxi down Runway 8-26 to taxi to the northwest or southwest quadrants of the airfield.
- Allows for segregation of general aviation and cargo aircraft from the air carrier passenger aircraft on the non-movement taxilane.
- Helps to eliminate head to head taxi operations and provides for a more efficient ground movement operation.
- Reduces air carrier aircraft congestion on the non-movement taxilane by allowing aircraft to taxi across Runway 8-26 on to Taxiway D and up Taxiway A instead of taxiing down Runway 8-26 or down the taxilane to Taxiway A.
- Reduces the number of go-arounds, therefore reducing the overall number of approaches to the Airport.



SOURCE: Environmental Science Associates

Figure A-3

Taxi Flows When Aircraft Arrive and Depart on Runway 8 After Completion of Taxiway D

Figure A-4 shows how operations are anticipated to occur on Runway 26 (arriving and departing) upon completion of Taxiway D. The following taxi flow changes could include:

- Eliminates potential head to head taxi operations between arrival aircraft and departing aircraft.
- Reduces congestion on the non-movement taxilane for aircraft using Runway 26 for departures by rerouting them to the north side of the airfield along Taxiway D.
- Eliminates back taxiing down Runway 26 for aircraft with larger wingspans (over 117' 5") and eliminates a 180 degree turn for departures to the west.

Reduces runway crossing from two down to one via Taxiway D for aircraft taxiing from the northwest quadrant to depart on Runway 26.

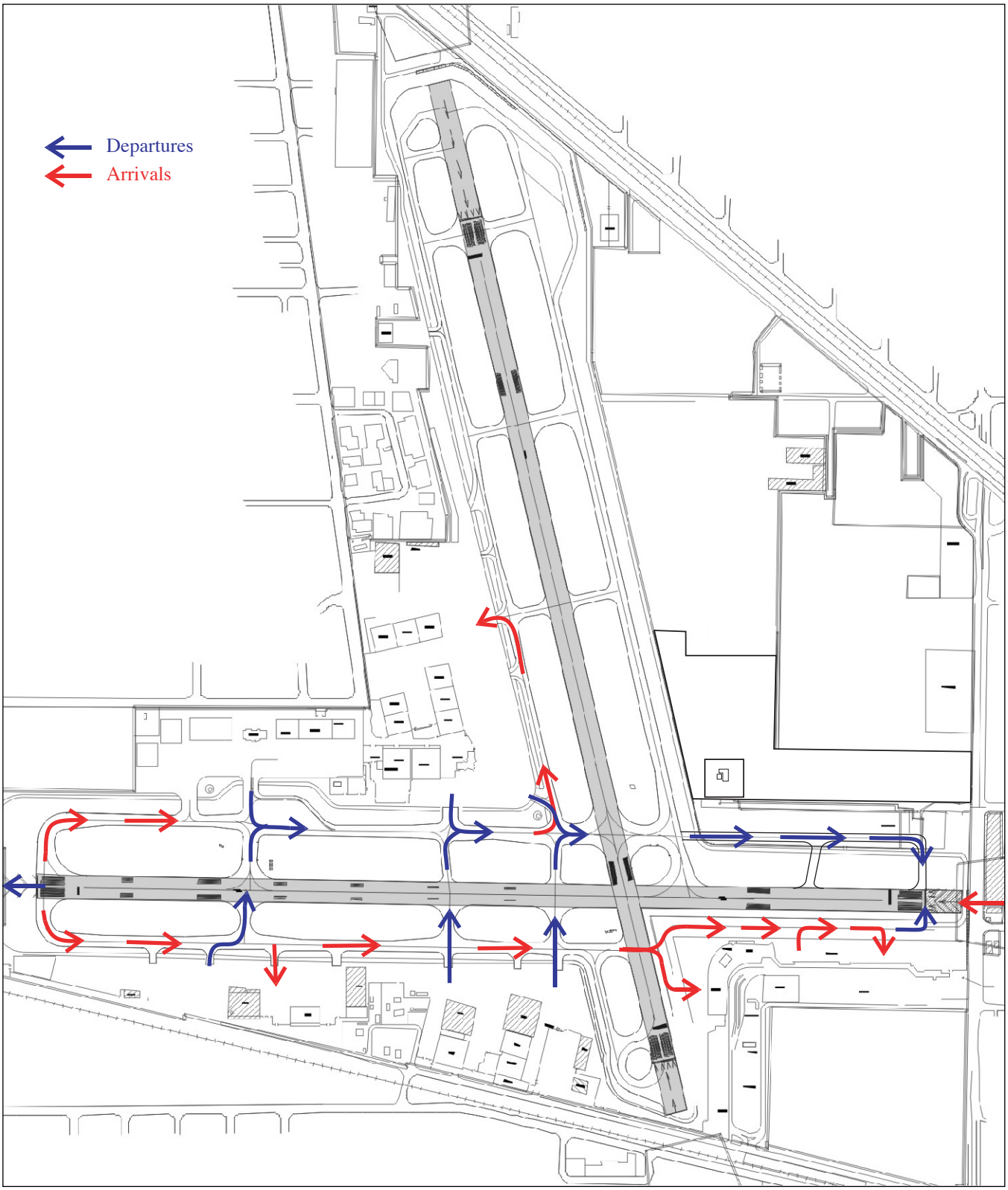
Changes to In-trail separation

With the completion of Taxiway D, aircraft with larger wingspans (B757 and larger) would have the ability to taxi to the west side of the airfield using Taxiway D without back taxiing on the runway. This would allow air traffic to provide 3 to 4 mile in-trail separation to all aircraft with an ADG IV designation or smaller. Any aircraft over an ADG IV designation, such as the B747 or A340 (which land at the Airport only in emergency situations) would still require more than a 4 mile in-trial separation for arrivals. The proposed completion of Taxiway D would allow both runways, Runway 8-26 and Runway 15-33 to operate more efficiently in terms of aircraft separations and it would help in reducing air traffic control workload.

CAPACITY IMPLICATIONS

Operational Capacity

An airport's operational capacity is typically referred to by the Federal Aviation Administration (FAA) as its annual service volume (ASV). It is defined as "a reasonable estimate of an airport's annual capacity" which "accounts for differences in runway use, aircraft mix, weather conditions, etc., that would be encountered over a year's time." An airport's ASV is dependent on the number of runways available, the configuration of the runways, the access provided to and from the runways, the wind and weather conditions at the airport, and the demand profile of the airport. In the case of the Airport, additional controls are in place governing the type of new commercial jet aircraft allowed to use the Airport based on existing noise rules. Since all other factors remain the same, the access provided to and from Runway 8-26 is the primary capacity consideration relative to the completion of Taxiway D. Good runway to taxiway access minimizes the time that an aircraft operation blocks the runway, which makes the runway available more quickly for a subsequent arrival or departure. A runway with a full length parallel taxiway and appropriately placed taxiway exits allows for the specific type of aircraft operating at the airport to exit the runway quickly upon completing its landing rollout. A runway without a full length parallel taxiway may require that an aircraft back taxi on the runway to either access the runway end for departure or to exit the runway upon landing. This increases the time that the runway is unavailable for a subsequent operation.



SOURCE: Environmental Science Associates

Figure A-4

Taxi Flows When Aircraft Arrive and Depart on Runway 26 After Completion of Taxiway D

The proposed completion of Taxiway D to the east both parallel to and north of Runway 8-26 would have no impact on the operational capacity of the airfield. The existing parallel taxilane located to the south of Runway 8-26 already provides access to the full length of the runway and accommodates both Runway 8 arrivals and Runway 26 departures. The only aircraft currently restricted to access this taxilane are the four to five daily cargo operations by aircraft with larger wingspans (Boeing 757 and Airbus 300/310) and the single business jet B757 that is based at the Airport. When these aircraft land on Runway 8, they must back taxi to the west on the runway past the Runway 15-33 intersection before exiting to the parallel taxiway, Taxiway C. Taxiway C provides increased clearance over that available with the parallel taxilane and can accommodate these larger aircraft. The proposed extension of Taxiway D would allow these larger aircraft to exit Runway 8 to the north without the need to back taxi on the runway. This would reduce the time that the aircraft occupy the runway and release it for use by another operation. However, as all of these activities occur during off-peak periods at the airport when plenty of excess capacity exists, the demand profile of the airport would remain unchanged and thereby result in no increase in the Airport's ASV. Additionally, since Runway 15-33 is available for activity during the back taxi operation, the addition of the parallel taxiway merely increases flexibility in runway use.

Airspace Capacity

The Airport is located in proximity to three airports that influence activity into and out of the airport. The first two are located within Burbank's secondary Class C airspace boundary. Whiteman Airport is located just to the northwest and influences activities on Runway 15-33. Van Nuys Airport, which is located just west of the Airport and under the ILS approach path to Runway 8, has the greatest impact on operations at the Airport requiring close coordination between the two airports. The third airport, Los Angeles International (LAX), is the area's largest commercial service airport. While LAX lies approximately 15 miles to the south, its associated flight tracks pass near Burbank's location going into and out of the area.

Little or no increase in airspace capacity would result from the proposed completion of Taxiway D since the airspace benefits occur during off-peak periods. Under normal circumstances, the in-trail separation of aircraft is already the minimum attainable during VFR and IFR conditions. However, when larger aircraft are operating on the runway (during off peak periods), the parallel taxiway would allow these aircraft to exit the runway more quickly and reduce the subsequent in-trail separation requirements. The approximately four to five missed approaches that occur each week due to the existing back taxi operations required to accommodate aircraft landing on Runway 8 could be reduced as a result of the completion of Taxiway D, which improve the operational efficiency of the airspace.

RAMP AND TERMINAL CAPACITY

The proposed completion of Taxiway D would shift any general aviation (GA) activity from the taxilane to Taxiway D as GA aircraft transit to or from the northwest quadrant of the Airport. While this would shift some activity off of the parallel taxilane in the vicinity of the terminal, it would not increase aircraft apron or terminal area capacity. Rather, it would allow for a more efficient sequencing of commercial aircraft as they transit to and from the aircraft apron.

SUMMARY OF FINDINGS

The construction of the proposed completion of Taxiway D would provide the Airport greater flexibility and operational efficiency, especially during peak times, as well as enhance the overall safety of the airfield. In addition, the completion of Taxiway D would:

- Reduce runway crossings for general aviation aircraft using Runway 8-26.
- Reduce congestion on the apron edge taxilane by reducing the number of aircraft using this taxilane for ground operations and redirecting some of the ground movements.
- Reduce controller workload for in flight arrivals and departures as well as ground movements.
- Reduce the amount of time aircraft spend on the runways back taxing, positioning and using to transverse the airfield.
- Reduce the potential for “go arounds”
- Eliminates general aviation aircraft from taxiing on or near the apron edge taxilane and passenger terminal.
- Have no effect on overall airport capacity.
- Increase the potential for general aviation aircraft to use Runway 26, the preferred nighttime departure runway.

APPENDIX B

Bob Hope Airport
Discussion of Existing and Proposed Traffic Movements

The following is a discussion of the existing and proposed traffic movements at Bob Hope Airport. This discussion is intended to provide information regarding the distribution of traffic and does not provide any information with respect to the number of vehicles on various roadways and at various intersections.

VALET PARKING PATRONS

Current movements for cars of patrons using valet parking.

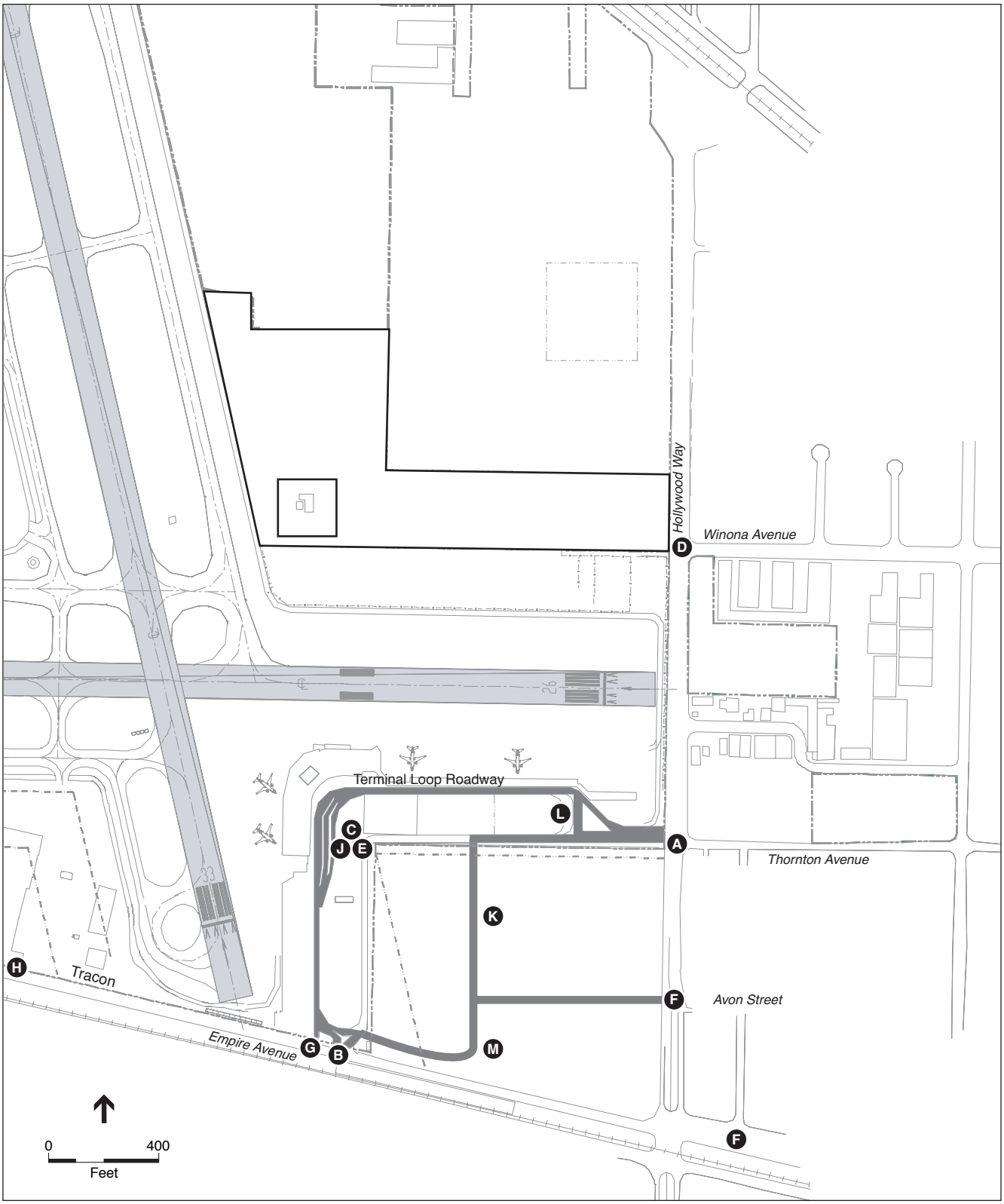
The valet patron enters the airport either via Hollywood Way entrance (see "A" on Figure B-1) or Empire Avenue entrance (see "B" on Figure B-1). The valet patron drops off his/her vehicle at the Valet drop-off location immediately west of the Short-Term Parking Structure (see "C" on Figure B-1). The valet attendant either parks the car in the Valet East Lot (200 spaces), the Valet South Lot (582 spaces), the Car Wash (69 spaces), or drives car to B-6 Trust Property (1,265 spaces) going through Hollywood Way / Thornton Avenue intersection (A) and Hollywood Way / Winona Avenue intersection (see "D" on Figure B-1).

The valet patron returns to the airport and valet attendant retrieves the car either from the Valet East Lot, Valet South Lot, Car Wash, or from the B-6 Trust Property. For the B-6 Trust Property, the valet attendant goes through the Hollywood Way / Winona Avenue intersection (D) and the Hollywood Way / Thornton Avenue intersection (A). The valet attendant delivers the car to the Valet pick-up area (see "E" on Figure B-1). The valet patron leaves the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B).

Future movements for cars of patrons using valet parking.

The valet patron would enter the airport either via Hollywood Way entrance (A) or Empire Way entrance (B). The valet patron would drop off the vehicle at Valet drop-off location immediately west of the Short-Term Parking Structure (C). Valet attendant would either park the car in the combined valet storage lot (this includes the existing Valet South Lot and the proposed A-1 Lot). Under the proposed project, no valet-parked cars would go through the Hollywood Way / Thornton Avenue intersection (A) or the Hollywood Way / Winona Avenue intersection (D).

The valet patron returns to the airport and the valet attendant would retrieve the car either from the Valet South lot or from the A-1 Lot. The valet attendant would deliver the car to the Valet pick-up area (E). The valet patron would leave the Valet pick-up area via a new roadway that connects with the eastbound Terminal Loop Roadway and would leave the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B).



SOURCE: Environmental Science Associates

Development Agreement and Related Actions / 204014 ■

Figure B-1
Intersection Locations for
Traffic Movements

At the moment, it is not reasonably foreseeable that it will be necessary to park valet cars on the B-6 Trust Property in the future. However, The proposed agreement only prohibits such parking for a two-year period. In the event that such a need occurs, the traffic movement would be the same as that described for current movements of valet cars parked on the B-6 Trust Property.

SHORT-TERM PUBLIC PARKING PATRONS

Current movements for cars of patrons using short-term public parking.

The short-term public parking patron enters airport either via Hollywood Way entrance (A) or Empire Avenue entrance (B). The short-term public parking patron enters the short-term public parking structure or the short-term public parking lot via the entrance driveway from the westbound Terminal Loop Roadway.

The short-term public parking patron leaves the short-term public parking area via the exit driveway onto eastbound Terminal Loop Roadway. The short-term public parking patron exits the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B).

Future movements for cars of patrons using short-term public parking.

There would be no change in the traffic movements for short-term public parking patrons. The only difference is that the Valet East Lot would be converted to short-term public parking and the short-term public parking patron would have additional spaces for parking on a short-term basis.

LONG-TERM PUBLIC PARKING PATRONS

Current movements for cars of patrons using long-term public parking.

Long-term public parking patrons have the choice of numerous lots in the vicinity of the airport. These lots include Authority-operated Lot A (1,592 spaces), Lot B (637 spaces), and Lot C (518 spaces), as well as long-term parking operated by other entities. The intersections that long-term public parking patrons use depend on which long-term lot they use and their originating location. One of the long-term public parking lots is on the A-1 property. Long-term public parking patrons that use the A-1 Lot enter via a driveway that leads west from the Hollywood Way / Avon Street intersection, which is about midway between Thornton Avenue and Empire Avenue (see “F” on Figure B-1). None of the long-term public parking patrons use the Terminal Loop Roadway to access these long-term public parking lots. Each of the long-term public parking patrons access the terminal building by using a shuttle bus that is operated by the Authority (for those patrons using Lots A, B, and C) or a shuttle bus operated by another entity. The shuttle bus drops off long-term public parking patrons at the island adjacent to the valet drop-off area (C).

Long-term public parking patrons are picked up at the island adjacent to the valet drop-off area (C) and are driven to their cars by a shuttle bus operated by the Authority (for Lots A, B, and C) or by a shuttle bus operated by another entity. The long-term public parking patrons leave the airport vicinity by a variety of routes that are dependent on the long-term public parking lot used and the destination location of the long-term public parking patron.

Current movements of long-term public parking shuttle buses.

The shuttle buses that provide access between the long-term public parking lots and the terminal go through the Hollywood Way / Winona Avenue intersection (D) (for the shuttle bus going to and from Lot A), the Hollywood Way / Thornton Avenue intersection (A) (for the shuttle buses going to and from Lots A, B, and C as well as the shuttle buses operated by entities other than the Authority). In addition, the shuttle buses travel along the entire length of the Terminal Loop Roadway.

Future movements for cars of patrons using long-term public parking.

There would be no change in the traffic movements for long-term public parking patrons using long-term public parking lots operated by the Authority (Lots A, B, and C). The only difference is that the long-term public parking on the A-1 Lot would be accessed by two entrance driveways: (1) the existing driveway that leads west from the Hollywood Way / Avon Street intersection (F); and (2) a driveway off the realigned northbound portion of the Terminal Loop Roadway (see "K" on Figure B-1). For long-term parking patrons using the A-1 Lot, egress from this lot would be via the driveway that provides access to the northbound portion of the realigned Terminal Loop Roadway (K). Long-term parking patrons using the A-1 Lot would leave the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B)

Future movements of long-term public parking shuttle buses.

There would be no change in the traffic movements for long-term public parking shuttle buses that provide access to Lots A, B, and C.

For shuttle buses that provide access to the A-1 Lot, these buses would access the A-1 Lot via the realigned Terminal Loop Roadway. Therefore, no shuttle buses that provide access to the A-1 Lot would go through the Hollywood Way / Thornton Avenue intersection (A).

PARKING FOR EMPLOYEES

Current movements for cars of employees.

Employees either park in the Employee Lot (which is adjacent to Lot A and is operated by the Authority), the short-term public parking structure, or in spaces contained on the A-1 Lot (which is operated by another entity). For employees using the Employee Lot, access is through the Hollywood Way / Winona Avenue intersection (D). For employees using the short-term public parking structure, access is via the entrance driveway from the westbound Terminal Loop Roadway. For employees that use the A-1 Lot, access is via the driveway that leads west from the Hollywood Way / Avon Street intersection, which is about midway between Thornton Avenue and Empire Avenue (F). For employees using the Employee Lot or the A-1 Lot, employees access the terminal building by using a shuttle bus. The shuttle buses drop off employees at the island adjacent to the valet drop-off area (C).

For employees leaving the airport that have parked in the Employee Lot or the A-1 Lot, shuttle buses leave from the island adjacent to the valet drop-off area (C). The shuttle buses go through the Hollywood Way / Thornton Avenue intersection (A). For those employees that use the Employee Lot operated by the Authority, the shuttle bus also goes through the Hollywood Way /

Winona Avenue intersection (D). Employees leave the Employee Lot via the Hollywood Way / Winona Avenue intersection (D). For employees that use the A-1 Lot, employees leave the lot via the driveway that leads west from the Hollywood Way / Avon Street intersection, which is about midway between Thornton Avenue and Empire Avenue (F). For employees that use the short-term public parking structure, employees leave the structure via the exit driveway onto eastbound Terminal Loop Roadway. These employees exit the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B).

Current movements for employee parking shuttle buses.

The shuttle buses operated by the Authority go through the Hollywood Way / Winona Avenue (D) and the Hollywood Way / Thornton Avenue intersections (A). The shuttle buses that serve the A-1 Lot go through the Hollywood Way / Avon Street intersection, which is about midway between Thornton Avenue and Empire Avenue (F) and the Hollywood Way / Thornton Avenue intersection (A).

Future movements for cars of employees.

Employees would either park in the short-term public parking structure, the Employee Lot or the Car Wash, all of which are operated by the Authority. For employees using the short-term public parking structure, access is from the Terminal Loop Roadway and access to this roadway would be either by the Hollywood Way entrance (A) or the Empire Avenue entrance (B) to the airport. For employees using the Employee Lot, access would be through the Hollywood Way / Winona Avenue intersection (D). These employees would access the terminal building via shuttle bus. The shuttle buses would drop off employees at the island adjacent to the valet drop-off area (C). For employees that use the Car Wash, access is from the Terminal Loop Roadway and access to this roadway would be either by the Hollywood Way entrance (A) or the Empire Avenue entrance (B) to the airport.

For employees that use the short-term public parking structure, employees would walk to their cars and leave the short-term public parking structure via the exit driveway to the eastbound Terminal Loop Roadway and exit the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B). For employees that have parked in the Employee Lot, leaving the airport would be done by using the shuttle buses that leave from the island adjacent to the valet drop-off area (C). The shuttle buses would go through the Hollywood Way / Thornton Avenue intersection (A) and the Hollywood Way / Winona Avenue intersection. For employees that use the Car Wash, employees would walk to their cars and leave the Car Wash via the Terminal Loop Roadway and exit the airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B).

Future movements for employee parking shuttle buses.

There would be no change in the roadways used by the shuttle buses that travel between the terminal and the Employee Lot. With no employee parking occurring in the A-1 Lot, no shuttle buses would be used to provide employees access to the terminal from the A-1 Lot.

PARKING FOR RENTAL CARS

Current movements of rental cars.

Most rental car customers that arrive at the airport pick up their rental car in the Rental Ready Lot (also known as the Terminal South Lot). These on-airport rental car customers leave the airport either via Hollywood Way exit (A) or Empire Avenue exit (B). Other rental car customers that use off-airport rental car companies take a shuttle bus from the island adjacent to the valet drop-off area (C).

For rental car customers that have rented from on-airport rental car agencies, the rental car customer returns to the airport and enters the airport either via the Hollywood Way entrance (A), Empire Avenue entrance (B), or enters Rental Ready Lot (Terminal South Lot) via the one-way entrance from Empire Avenue west of the Empire Avenue entrance to the airport (see "G" on Figure B-1). Rental car companies shuttle each returned rental car to the maintenance area in the southwest quadrant of the airport using the Empire Avenue exit (B) and the Clybourn Avenue / Empire Avenue intersection (see "H" on Figure B-1). The returned rental car is serviced and then shuttled to either the Rental Ready Lot (Terminal South Lot) using the Clybourn Avenue / Empire Avenue intersection (H) and the one-way entrance from Empire Avenue west of the Empire Avenue entrance to the airport (G) or the B-6 Rental Car Lot using the Clybourn Avenue / Empire Avenue intersection (H), the airport entrance / Empire Avenue intersection (B), the Hollywood Way / Thornton Avenue intersection (A), and the Hollywood Way / Winona Avenue intersection (D). The serviced rental car can be shuttled either by turning left at the airport entrance / Empire Avenue intersection (B) and following the Terminal Loop Roadway to make a left at the Hollywood Way / Thornton Avenue intersection (A) or by going straight through the airport entrance / Empire Avenue intersection (B) and making a left turn from Empire Avenue to Hollywood Way (see "I" on Figure B-1) and then go straight through the Hollywood Way / Thornton Avenue intersection (A) to the Hollywood Way / Winona Avenue intersection (D).

If the rental car is parked at the B-6 Trust Property Rental Car Lot, the rental car is shuttled to the Rental Ready Lot (Terminal South Lot) when it is needed going through the Hollywood Way / Winona Avenue intersection (D) and the Hollywood Way / Thornton Avenue intersection (A).

For rental car customers that have rented from off-airport rental car companies, the rental car customer returns the rental car to the off-airport rental car companies' lots and uses a shuttle bus to access the airport and the terminal.

Current movements for rental car company shuttle buses.

Depending on the location of the off-airport rental car company, the shuttle buses operated by these off-airport rental car companies arrive at and leave from the airport either by the Hollywood Way exit (A) or the Empire Avenue exit (B).

Future movements of rental cars.

It is assumed that some off-airport rental car companies would be become on-airport rental car companies as a result of the proposed project. Rental car customers would arrive at the airport and would go to the shuttle bus stop across the Terminal Loop Roadway from the terminal and adjacent to the shuttle bus stop for public long-term parking patrons (see "J" on Figure B-1). The shuttle bus would take the rental car customer to the rental car counter at Lot A-1. The rental car

customer would pick up their rental car and exit the rental car lot via a driveway that provides access to either the northbound portion of the realigned Terminal Loop Roadway (see "M" on Figure B-1) or to the driveway that leads west from the Hollywood Way / Avon Street intersection (F). For rental car customers using the northbound portion of the realigned Terminal Loop Roadway, the rental car customer would leave the Airport either via the Hollywood Way exit (A) or the Empire Avenue exit (B). For rental car customer using the driveway that leads west from the Hollywood Way / Avon Street intersection (F), the rental car customer would either turn right to go southbound on Hollywood Way, go straight through the intersection onto Avon Street for access to eastbound or westbound Empire Avenue, or turn left to go northbound on Hollywood Way to the Hollywood Way / Thornton Avenue intersection (A).

The rental car customer would return to the A-1 Lot to drop off the rental car. The rental car customer would access the Airport either via the Hollywood Way entrance (A) or the Empire Avenue (B) entrance. Once on the Terminal Loop Roadway, the rental car customer would access the rental car center via the driveway from the realigned Terminal Loop Roadway (M). The rental car customer would get on the shuttle bus that returns the rental car customer to the shuttle bus drop-off location at the airport terminal (J). Most of the servicing of the rental car would occur on the A-1 Lot at the Quick Turn Around (QTA); therefore, the rental car would remain on the A-1 Lot until it is ready for rental. For heavier maintenance (e.g., oil changes, replacement of parts, etc.), the rental car would be serviced at a maintenance area at the southwest quadrant of the airport and then returned to be rented again. Trips for maintenance purposes would use the driveway that leads west from the Hollywood Way / Avon Street intersection, the Hollywood Way / Empire Avenue intersection (I), the airport entrance / Empire Avenue intersection (B), and Clybourn Avenue / Empire Avenue intersection (H). Return trips from the maintenance area to the rental car center on the A-1 property would use the Clybourn Avenue / Empire Avenue intersection (H), the airport entrance / Empire Avenue intersection (B), and the driveway to the rental car center from the realigned Terminal Loop Roadway (M).

Future movements for rental car company shuttle buses.

The rental car shuttle bus would operate in a loop between the shuttle bus stop at the shuttle bus stop across the Terminal Loop Roadway from the terminal and adjacent to the shuttle bus stop for public long-term parking patrons (J) and the rental car center at the A-1 Lot. To take rental car customers from the terminal to the rental car center, shuttle buses would use the driveway to the rental car center from the realigned Terminal Loop Roadway (M). To take rental car customers from the rental car center to the terminal, shuttle buses would use the driveway from the rental car center to the northbound portion of the realigned Terminal Loop Roadway (M) and the U-turn on the Terminal Loop Roadway (see "L" on Figure B-1).

Although some off-airport rental car companies would use the facilities on the A-1 Lot, other rental car companies would continue to have off-airport rental car facilities. The shuttle buses to these off-airport rental car facilities would operate between the rental car center at the A-1 Lot and the off-airport rental car facility. Depending on the location of the off-airport rental car company, the shuttle buses operated by these off-airport rental car companies arrive at the airport from either the Hollywood Way entrance (A) or the Empire Avenue entrance (B). Depending on the location of the off-airport rental car company, the shuttle buses would leave the airport via the Hollywood Way exit (A) or the driveway that leads west from the Hollywood Way / Avon Street intersection (F).

PREMIUM SELF-PARKING

Current movements of cars of premium self-parking customers.

Premium self-parking does not currently exist at the airport. Therefore, no movements are associated with a premium self-parking operation.

Future movements of cars of premium self-parking customers.

Premium self-parking patrons would enter the airport either via Hollywood Way entrance (A) or Empire Avenue entrance (B). The premium self-parking patron enters premium self-parking lot (Terminal South Lot) via the entrance driveway from the westbound Terminal Loop Roadway.

Premium self-parking patrons would leave the premium self-parking lot via the exit driveway onto southbound Terminal Loop Roadway. The premium self-parking patron exits the airport either via Hollywood Way exit (A) or Empire Avenue exit (B).