AVION PROJECT

Initial Study

Prepared for
City of Burbank

June 2017

ESA

AVION PROJECT

Initial Study

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

June 2017

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AVION BURBANK PROJECT

Initial Study

1. Project Title:	Avion Burbank Project
2. Lead Agency Name and Address:	City of Burbank Community Development Department 150 North Third Street Burbank CA, 91502
3. Contact Person and Phone Number:	Scott Plambaeck Deputy City Planner
4. Project Location:	3001 North Hollywood Way Burbank, CA 91505
5. Project Sponsor's Name and Address:	Overton Moore Properties 19300 South Hamilton Avenue, Suite 200 Gardena, CA 90248
6. General Plan Designation(s):	Golden State Commercial/Industrial (42 acres) Airport (18 acres)
7. Zoning:	General Industrial (M-2) Airport (AP)

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project is located in the western portion of the City of Burbank, at 3001 North Hollywood Way. The project site is approximately 61 acres, bounded by San Fernando Road to the north and Winona Avenue to the south and abutting the proposed future Bob Hope Airport replacement terminal site to the west. The proposed project is a mixed-use development including offices, retail buildings, and a hotel. The project also includes an industrial component, parking, and street improvements, including widening. The proposed project would also include transit connectivity to the new Antelope Valley Metro station across the street from the site at San Fernando Road and the future replacement of Hollywood Burbank Airport terminal via auto, bike and walking paths. The proposed project would also include auto, bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Forty spaces would be designated to the future metro station. The proposed project would also include

the construction and extension of Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend from proposed Burbank-Hollywood Airport Terminal to Hollywood Way.

The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the western most 18-acre portion of the 60-acre project site. Additionally, the project would also include a Zoning Code Amendment to amend the existing zoning from the M-2 and Airport to Planned Development; a Development Agreement; Development Review for the warehouse, office, and retail/restaurant buildings; and a Tentative Parcel Map to subdivide the project site into separate legal lots for future sale, lease, or financing. At this time, a Development Review request for the Hotel Building has not been submitted.

9. **Surrounding Land Uses and Setting.** (Briefly describe the project's surroundings.)

   The project site currently zoned AP Airport, is located adjacent to the Burbank Bob Hope Airport, including the site of the future proposed Bob Hope Airport Replacement Terminal, to the west. The site is bounded on the north by N. San Fernando Boulevard and Cohasset Street and two industrial/warehouse buildings, both zoned M-2; to the east by N. Hollywood Way and commercial uses, industrial uses, trucking/freight terminal and parking lots, which are zoned M-2; to the south by Winona Avenue and runway which is zoned AP. Additional surrounding land uses include airport parking, industrial and storage uses, and vacant land. According to the City of Burbank General Plan, these surrounding land uses are designated as Golden State Commercial/Industrial, Airport, and Regional Commercial uses.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.)

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

    - State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP)
    - Los Angles Regional Water Quality Control Board (LARWQCB) – NPDES and SWPPP
    - Los Angeles County Airport Land Use Commission (They need make a finding the project conforms with the land use plan)
    - Burbank Airport Authority – temporary easement and consistency with the LAUP

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

    The City sent letters to California Native American tribes that have requested to be notified of projects within the City's jurisdiction inviting them to participate in government-to-government consultation pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52). The consultation process and results will be documented in the Draft EIR, which will identify tribal cultural resources within the project and surrounding area, should they exist. The Draft EIR will also evaluate the potential for implementation of the project to result in a substantial change the significance of an identified tribal cultural resource and will include mitigation measures to reduce potential impacts to less than significant, if necessary.

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 and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☒ Utilities/Service Systems
		☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

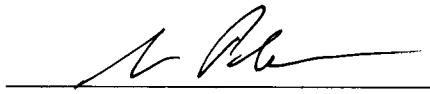
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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

6-9-17

Date

Signature

Date

Project Description

Introduction

The proposed Avion Burbank Project (proposed project) site is located at 3001 N. Hollywood Way in the City of Burbank, California. The project proposes a variety of land uses including creative office, retail, hotel uses and creative industrial. Development of the project would include parking and street improvements, including widening in the project area. Moreover, the proposed project would develop the site for alternative transit connectivity.

Project Location and Site Characteristics

The City of Burbank

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

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

Project Location and Site Characteristics

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

SOURCE: ESRI

Avion Burbank Project . 160935

Figure 1

Regional Location

SOURCE: ESRI

Avion Burbank Project . 160935

Figure 2
Project Location

Lockheed Martin Corporation (Lockheed) is the responsible party for the soil and groundwater on the site. Lockheed continues to monitor the groundwater at the project site with nine onsite wells and associated pipes. During the 1990's, Tetra Tech on behalf of Lockheed completed various soil gas investigations, soil sampling, and soil remediation to address the areas of concern (AOCs) identified for the project site (Ardent 2016a). Based on the results of these investigations and remedial efforts, the LARWQCB issued a number of No Further Action (NFA) letters for particular areas of the project site, indicating a low potential for the residual contaminants to continue to contribute to the regional groundwater issue. The project sponsor also completed a Phase I and Phase II investigation prior to acquisition of property.

Land Use and Zoning Designations

Table 1 describes the project site's land use and zoning characteristics. The project site has two land use designations in the City of Burbank 2035 General Plan (General Plan), Golden State Commercial/Industrial and Airport. Approximately 42 acres of the project site is designated as Golden State Commercial/Industrial while the other 18 acres is designated as Airport. The area of the Golden State Commercial/Industrial land use designation serves as the City's industrial hub as well as includes a variety of commercial uses supportive of the airport and media related businesses. A maximum of 1.25 floor-to-area ratio (FAR) has been established for this land use designation. The Airport land use designation encompasses the Bob Hope Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority. This land use designation is intended to accommodate uses directly related to airport and aircraft operation including landing fields, passenger and freight facilities, and facilities for fabricating, testing, and servicing aircrafts.

Similarly, the project site also includes two zoning districts. The zoning designation for the 42-acre portion of the project site is General Industrial (M-2) while the western most 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials while parcels designated as AP are intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility.

TABLE 1
PROJECT SITE LAND USE AND ZONING CHARACTERISTICS

Project Site	Land Use and Zoning Description
Land Use Designation	Golden State Commercial/Industrial – 42 acres Airport – 18 acres
Zoning	General Industrial (M-2) – 42 acres Airport (AP) – 18 acres
Project Site Tax Assessor Parcel Numbers (APNs)	2466-011-908; 2466-011-909; 2466-011-911; 2466-028-907; 2466-028-908; and portions of 2466-011-910.

Project Site History

Historically, the project site was used for agricultural purposes from at least 1928 through the late 1930's and then was developed as part of a larger property owned by Lockheed, known as the Lockheed Plant B6, from at least 1944 through the 1990's (Ardent 2016b). A portion of the project site encompasses approximately 60 acres of the former 130 acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes (Ardent 2016). All of the buildings associated with the Lockheed Plant B6 were demolished from 1997 through 2001, leaving the project site as vacant land, with the exception of a small portion of the northern property that is currently being used as commercial long-term storage of automobiles and storage pods (Ardent 2016a).

In addition to the Lockheed Plant B6, Pacific Airmotive Corporation (PAC) operated the "Jet Engine Test Cell Facility" on the property located at 3003 North Hollywood Way as a component of a "Main Facility" located across the street at 2940 and 2960 North Hollywood Way and 2777 Ontario Street (Ardent 2015). Specifically, the Jet Engine Test Cell Facility is 0.69 acres and was used to test aircraft engines, aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 through 1996 (Ardent 2015). All of the PAC buildings were demolished in 2013.

The project site, which includes the 60-acre portion of the Lockheed Plant B6 larger property and the 0.69-acre PAC Jet Engine Test Cell Facility, has undergone numerous environmental investigations and remediation under the direction and oversight of the LARWQCB and the U.S. Environmental Protection Agency (US EPA) (Ardent 2016a). The project site is located within the San Fernando Valley Groundwater Basin, which has been designated by the US EPA as a Federal Superfund Site due to groundwater contamination associated with the historical industrial land uses. The areas of groundwater contamination, designated as "Operable Units," contain chemicals such as volatile organic compounds (VOCs) and other hazardous chemicals; the project site lies within the Burbank Operable Unit (Ardent 2016a).

In 1992, a Cleanup and Abatement Order was issued to three responsible parties that formerly owned and/or operated businesses at the PAC Facility, including the Jet Engine Test Cell Facility, which included Lockheed, American Real Estate Holding Limit Partnership, and PAC. Since the Main Facility was used as an aircraft parts fabrication operation including the storage and use of chlorinated solvents in degreasers, machining, and plating operations, most of the contaminated materials associated with the Cleanup and Abatement Order has been discovered at the Main Facility; soil remediation and groundwater monitoring are currently being completed at this property across the street. However, since the project site and the adjacent property, which supported the main PAC facility, were used for the same type of industrial uses, the project site is also undergoing soil and groundwater investigations (Ardent 2015).

Since the early-1990s, the site has been investigated by the LARWQCB under its Well Investigation Program (WIP) as part of the San Fernando Valley Groundwater Basin Superfund Site. Over the last 15 years, a number of investigations have been completed at the project site including the collection and analyses of soil, soil gas, and groundwater samples. Remediation work at the project site has been completed under the direction and oversight of the LARWQCB

and US EPA (Ardent 2016a). A NFA was received from the LARWQCB in 2003 related to no further requirements for soil investigation, specifically for chromium, on the project site.

In the 2000s, groundwater samples from drinking water wells in the San Fernando Groundwater Basin began detecting emergent chemicals, including hexavalent chromium, 1,4-dioxane, and others. In 2013, the LARWQCB issued a letter to Lockheed requesting that soil sampling be completed in selected areas of the site for hexavalent chromium. Tetra Tech subsequently completed the work requested by the LARWQCB and presented its results in a report dated December 2014. Laboratory results indicated no detectable to low concentrations of hexavalent chromium in soil samples analyzed. Based on these results, Tetra Tech concluded that these AOCs did not pose a significant source of hexavalent chromium to groundwater. The LARWQCB concurred with these conclusions in a letter dated August 4, 2015. However, because other off-site AOCs still need further evaluation, the LARWQCB has not issued a NFA letter for the site related to groundwater. This case is considered open with the LARWQCB (Ardent 2016a).

Project Objectives

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

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

- Redevelop underutilized land into a mixed use campus that creates the following:
  - Economic development within the City;
  - New employment opportunities, both short and long term, within the City;
  - A creative office campus with interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
  - High quality creative industrial buildings to service various industries including manufacturing, assembly, technology, entertainment, and distribution; and
  - A 166-room hotel development site
- Provide retail amenities to serve Avion Burbank and surrounding businesses which will decrease traffic impacts.
- Incorporate the project site's historical aviation achievements into the design of Avion Burbank.
- Place the property in the Los Angeles County tax rolls and generate long term sustainable property tax revenue for the City of Burbank.
- Provide connectivity from the MTA station to the airport and the mixed use campus.

- Provide 40 parking stalls for the Antelope Valley Metro Link station as a public benefit.
- Improve, widen and extend (Hollywood Way/ Tulare/ and Tulare and Kenwood, Cohasset and San Fernando) surrounding streets. The extension of Tulare and Kenwood will be public streets.
- Provide additional tax revenue for the City from Transit Occupancy Tax

Project Components

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

TABLE 2
PROPOSED USES AND BUILDING SQUARE FOOTAGE

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

NOTE:
*Square Footages are approximate and conceptual
Area SF = Total Gross Square Footage

SOURCE Overton Moore Properties 2017

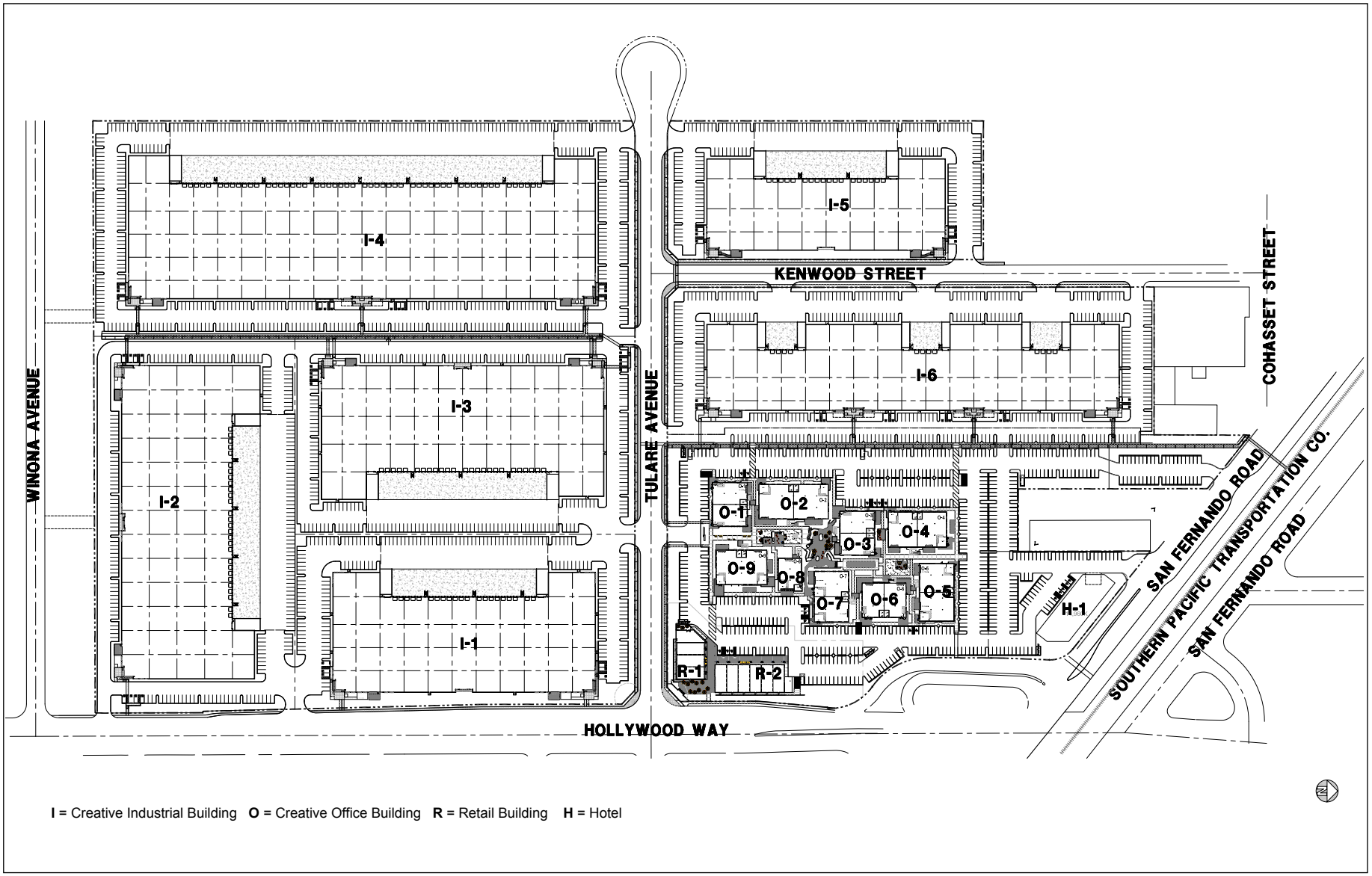
The creative office component would accommodate various types of business. The component would accommodate retail, food, and beverage tenants. The proposed hotel building would accommodate up to 166 rooms with amenities including a fitness center, outdoor swimming pool, and meeting facilities and would be six stories (approximately 69 feet high). The proposed project would include transit connectivity to the new Antelope Valley Metro station adjacent to the site at San Fernando Road and the future replacement of Hollywood Burbank Airport terminal via bike and walking paths. Additionally, the proposed project would also include bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Forty spaces would be designated to the future metro station. The project sponsor has also agreed to participate or create a transportation demand management plan. The proposed project would also include the construction and extension Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way. **Figure 3** depicts the proposed project's conceptual site plan.

Creative Office Buildings

The creative office component would consist of nine two-story buildings, representing 142,500 sf, with each building ranging between 6,500-22,500 sf. The conceptual design for the creative office spaces would incorporate the past aviation history of the project site with an architecturally distinctive design that is clean and modern. The distinctive architectural design of the buildings would be reinforced in the building amenities, which would include two-story atrium lobbies, open truss/ceilings, extensive natural light, open and efficient floor plans, clear story glass on the second floor, concrete floors, roll-up doors to exterior meeting areas and operable windows. The creative office building component of the proposed project would be designed as office condominium units for lease or sale and would provide tenants the opportunity to design their interior space specific to their needs and aesthetic style. With the exception of the smallest (6,500 square foot) building, all of the office condo buildings would be divisible to two units. The landscaped exterior public area within the buildings would be designed to be accommodate conversation areas, casual meeting and dining areas, exterior seating, and private patios for each of the office condos. Other amenities available in the exterior public areas may include but are not limited to, a fireplace, large-scale chess set, and ping pong table.

Retail Center

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



SOURCE: Avion Burbank

Avion Burbank Project . 160935

Figure 3

Conceptual Site Plan

Hotel

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

Creative Industrial Buildings

The proposed project includes six creative industrial buildings totaling 1,014,887 sf. The building sizes range from approximately 93,500 to 282,500 sf and would be divisible down to approximately 27,200 sf. The proposed creative industrial buildings would provide large expansive spaces that could accommodate different types of businesses and operations, which would allow for flexibility in the types of tenants that could use the creative industrial buildings. Similar to the creative office buildings and retail center components, the creative industrial buildings would also be designed to incorporate aspects of the aviation history of the project site with a modern, clean architecturally style. Two story lanterns of glass would accentuate the office corners of the facility creating a play of solid and void in the massing of the 40-foot-tall facilities. Clearstories of glazing would be installed high on the concrete tilt up panels between the transparent corners providing natural light deep into the building footprint. Metal panel elements would be used as accents in a similar way the creative office buildings and multi-colored paint compositions would be used to break down the scale of the concrete tilt up walls. The office areas would also have an operable garage door that would open to a private patio. Setbacks with landscaping along Hollywood Way and Tulare Avenue would provide a consistent visual theme for Avion Burbank with setbacks ranging from 14’ to 40’. The surrounding landscaping would consist of varied landscaped tree species and shrubs that are consistent with the remainder of the mixed-use campus. The creative industrial buildings would be approximately40 feet tall to the top of the parapet and would include large truck dock yards to allow for interior maneuverability within the truck courts.

Landscaping

The landscape concept for the proposed project incorporates aspects from the surrounding natural landscape of foothills, canyons and valley floor as well as aviation references from the adjacent airport and former uses of the project site. Enhanced paving and plant containers would define exterior spaces for dining and outdoor seating around the retail center. The creative office buildings include perimeter paths leading to a central common area. The central common area would be at a lower grade than the surrounding areas representing the steppes down to the valley floor. The plant species and hardscape materials used would reflect these different landscape characteristics. The ‘foothills’ areas would include shaded conversation areas, private patios, and communal tables with landscape consisting of large shade trees and ornamental grasses. The ‘canyon’ areas would feature broad steps that could double as casual seating, decomposed granite floor, sedimentary walls, boulders and Sycamore trees. The ‘valley floor’ areas would have an open feel with oak trees and a double sided fire place, chess board and an open lawn. The main

access to the project would be located at the southwest corner of Tulare Avenue and Hollywood Way and would feature an art element and mounted signage.

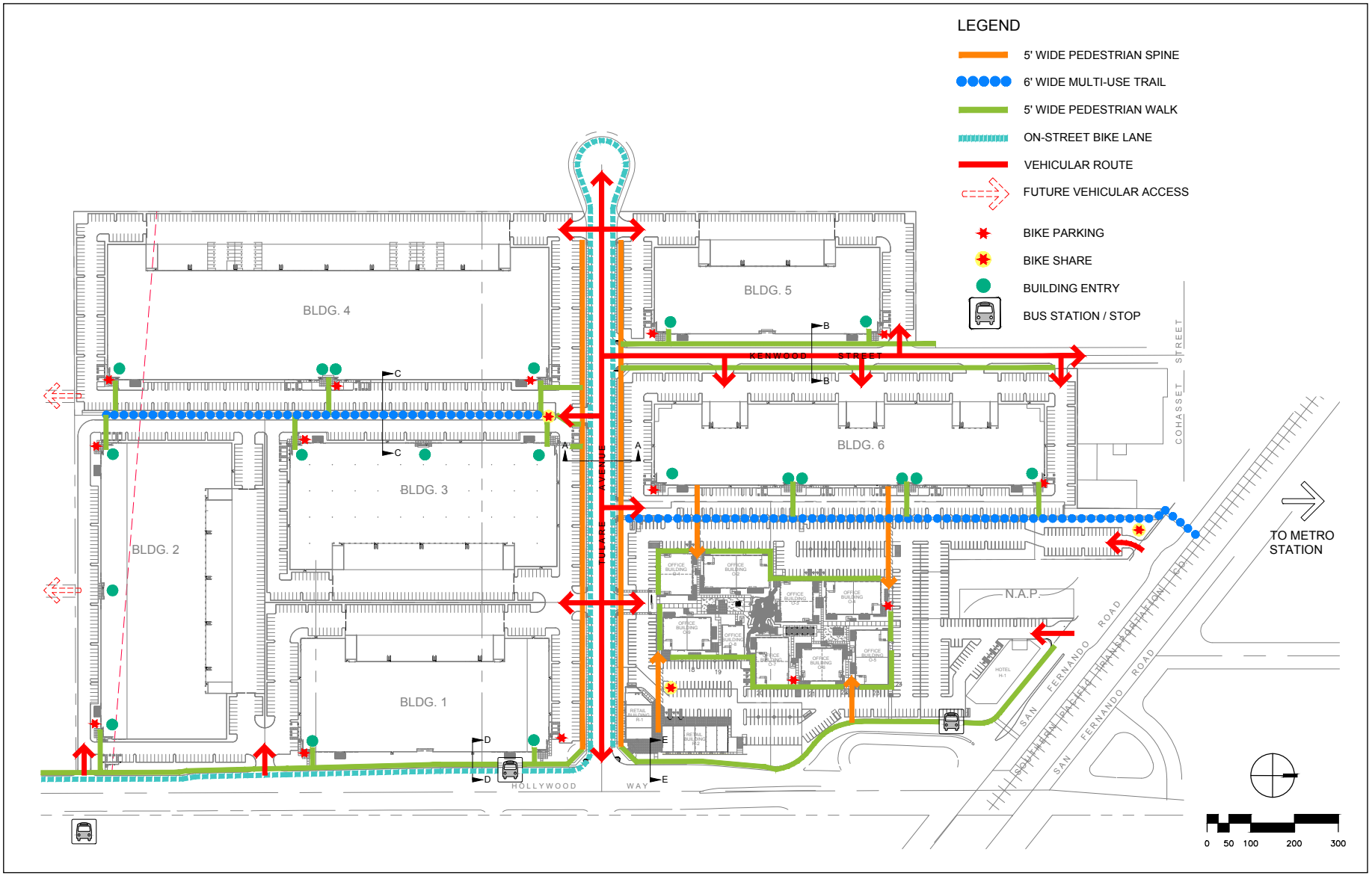
The conceptual landscape plant palette consists of drought tolerant, native and adaptive materials. Plants would be grouped according to their water requirements into distinct hydrozones. The landscape design would focus on sustainability with an emphasis on drought tolerant, long lived plant material.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

Access and Circulation

Figure 4 shows the proposed circulation network for the project. The circulation plan for the proposed project includes fifteen access points along the surrounding roadways, where the main access point would be located at the southwest corner of Tulare Avenue and Hollywood Way. The circulation plan proposed for the project includes the construction and extension of Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would be extended to Cohasset Street and Tulare Avenue would be extended to Hollywood Way. Hollywood Way would be widened to allow for the construction of deceleration/acceleration lanes. The project would provide two bus stops, one each along North Hollywood Way and San Fernando Road.

Internal circulation would be provided via Kenwood Avenue and Tulare Avenue. A temporary easement for a cul-de-sac for fire access at the end of Tulare Avenue would need to be obtained from the Burbank Airport Authority.

If the Burbank Bob Hope Airport replacement terminal is approved and built, Tulare Avenue would connect to the future airport loop road and terminal (OMP 2016). Interior circulation also includes access and connection to the Antelope Valley metro link station at the north property line via a walkway and bike path. A ten-foot wide multi-use trail would be provided between creative industrial buildings 2, 3 and 4 and between creative industrial building 6 and the creative office campus extending to San Fernando Road (refer to Figure 4). The multi-use trail will also have outdoor seating adjacent to the trail. The project will have campus WIFI. On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project will also have four bike share stations to promote project mobility. Further, the project site would be designed to allow for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle & tractor trailer travel throughout the project site.



SOURCE: Avion Burbank

Avion Burbank Project . 160935

Figure 4

Proposed Circulation Network

Parking

Parking for the proposed project would be provided in surface parking lots, located adjacent to the proposed creative industrial, creative office, retail and hotel buildings. A shared parking demand analysis was conducted for the creative office, retail center and hotel portions of the project. Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. Shared parking works based upon variations in the peak demand for each use and the relationship among land use activities that are complimentary. Based upon a total of 1,014,887 sf of creative industrial, 142,250 sf of creative office, 15,475 sf t of retail and 101,230 sf of hotel floor area, 1,884 parking spaces are required. The project would provide 2,390 parking spaces, which exceeds the City's parking requirements. In addition, as an added public benefit, the project would provide 40 parking stalls to the dedicated use of the future Antelope Valley Metro Link stop.

Project Construction

The proposed project would be constructed within one phase beginning early 2018 and is anticipated to be completed by the end of 2018. All construction activities would occur during daytime hours, specifically 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. through 5:00 p.m. Saturday.

Construction would require the removal of existing impervious surfaces, which will be recycled and left onsite such as the surface parking lots, and require some of the existing subsurface facilities to be abandoned and capped at the property line. Additionally, existing onsite substructures that are to remain would be identified and avoided during grading and construction activities, especially the City's sewer main within the northern portion of the site. Construction activities associated with the off-site improvements to Hollywood Way, existing Kenwood Street, Cohasset Street, San Fernando Road, and the exit to Hollywood Way would include grinding and overlay while new streets would be constructed for the extension of Tulare Avenue and Kenwood Street.

Grading and earthwork would be required, and it is anticipated that soil would be balanced onsite. A small batch plant could be installed onsite to eliminate the need for mixed concrete to be transported via trucks from offsite bath plants during construction. Balancing soil on site and using a small batch plant onsite reduces the number of construction trucks.

Required Approvals

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

- Approval of a General Plan Amendment to amend the land use designation from Airport for the 18-acre portion of the project site to Golden State Commercial/Industrial land use designation;
- Approval of a Planned Development zoning to amend the zone from M-2 and AP to "Planned Development" (PD);

- Approval of a Development Agreement between the City and the Applicant;
- Approval of a Development Review for the warehouse, office, and retail/restaurant buildings;
- Approval of a Tentative Tract Map; and
- Approval of associated building and engineering permits.

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

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

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

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1.	**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 daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact to a scenic vista would occur if the proposed project introduced an incompatible use that would obstruct, interrupt, or diminish a valued focal and/or panoramic view. The *Burbank 2035* General Plan (General Plan) Open Space and Conservation Element defines scenic vistas as viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas within Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource (City of Burbank 2013). According to the General Plan, the project site is not located within an area identified as having a scenic vista (City of Burbank 2013). Additionally, the project site is flat, and does not have views of the Verdugo Mountains to the east. Further, any potential views of the mountains are blocked by intervening existing development. Similarly, the Santa Monica Mountains are located too far southwest of the project site, with too much intervening development to have direct visual appeal to the project site. Moreover, the tallest building proposed for the project, is a six-story hotel, would be a maximum of approximately 69 feet and would not substantially obscure these designated scenic vistas. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant. This issue will not be further discussed within the Draft EIR.

b) **No Impact.** There are no officially designated State scenic highways within proximity to the project site. The nearest eligible State Scenic Highway is Interstate 210, located approximately 3.5 miles east/northeast of the project site (Caltrans 2017). No rock

outcroppings or historic buildings eligible for national or state designation are located on or near the project site. Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway and no impact would occur. This issue will not be further discussed within the Draft EIR.

c) **Less than Significant Impact.** Implementation of the proposed project would develop the site, currently consisting of paved asphalt surfaces and vacant unpaved areas with a mixed-use campus, consisting of six creative industrial buildings, nine creative office buildings, two retail buildings, and a hotel. Although the project would adhere to the City's design guidelines, it is recommended that this issue be further analyzed in the Draft EIR to describe the proposed architectural themes of the project and analyze how implementation of the project would visually change the project site. Additionally, the Draft EIR will evaluate the project's continuity with the surrounding land uses.

d) **Less than Significant Impact.** The project site is currently partially developed with asphalt surface parking lots and unpaved areas left after demolition of the former industrial/research campuses. Development of the project would introduce new sources of light and glare on the project site with interior and exterior lighting and reflective building materials, such as glass or reflective metal. The project would be required to comply with the City's Lighting Standards (Section 10-1-2713.5), which would reduce the offsite effects of light spillover onto the adjacent properties (City of Burbank 2016). However, due to the project's proximity to the Burbank Bob Hope Airport runways, it is recommended that the project's sources of light and glare be further evaluated. Therefore, this issue will be analyzed in the Draft EIR.

References

California Department of Transportation (Caltrans). 2017. California Scenic Highway Mapping System – Los Angeles County. Accessed February 21, 2017. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed March 1, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=2686

Agricultural and Forest Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) **No Impact.** The City contains no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant the Farmland Mapping and Monitoring Program (California Department of Conservation 2014). Further, the project site is partially paved with asphalt and partially unpaved, but contains no existing agricultural resources. Surrounding land uses consist of storage/industrial, airport, and vacant land. As there is no farmland present on-site, within the immediate vicinity of the project site, or in the City, implementation of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur and impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will not be further evaluated within the Draft EIR.

b) **No Impact.** The City of Burbank does not have any agriculture-oriented zoning designations and contains no Williamson Act Contract land. The project site is currently zoned as General Industrial (M-2) and Airport (AP) under the City of Burbank zone map. Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials while parcels designated as AP are

intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility (City of Burbank 2016). No portion of the project site or the surrounding land uses are zoned for agriculture and no nearby lands are enrolled under a Williamson Act contract (California Department of Conservation 2014). Therefore, there would be no impact related to agricultural zoning or Williamson Act contracts and will not be further evaluated within the Draft EIR.

c) **No Impact.** The project site is zoned M-2 and AP, which does not support forest or timberland resources. No forestland or timberland zoning is present on the project site, in the surrounding area, or anywhere in the City. Therefore, the proposed project would not conflict with existing zoning for forestland or timberland. No impact would occur and this issue will not be further evaluated within the Draft EIR.

d) **No Impact.** There is no forestland existing on the project site or in the surrounding area. Thus, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur and this issue will not be further evaluated within the Draft EIR.

e) **No Impact.** As there are no agricultural uses or related operations on or in proximity to the project site, or anywhere within the City, the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts involving the conversion of farmland to non-agricultural use would occur and this issue will not be further evaluated within the Draft EIR.

References

California Department of Conservation. 2014. Farmland Mapping and Monitoring Program. Accessed February 22, 2017. Available at: http://www.conservation.ca.gov/dlrp/fmmp

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Zoning Code. December 20. Accessed February 22, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
3. 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?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD), together with the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter ($PM_{2.5}$) standards by 2015 and ozone (O_3) standards by 2024. The 2016 AQMP, adopted by SCAQMD is currently under State review and will contain measures to meet 24-hour $PM_{2.5}$ standards by 2019, annual $PM_{2.5}$ standards by 2025, and 1-hour ozone (O_3) standards by 2022. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs.

The General Plan designates the project site as Golden State Commercial/Industrial and Airport. The proposed project would include a General Plan Amendment to amend the land use designation from Airport for the 18-acre portion of the project site to Golden State Commercial/Industrial land use designation. A maximum FAR of 1.25 and 27 units per acre under discretionary approval has been established for the Golden State Commercial/Industrial land use designation. The Draft EIR will provide a more in depth consistency analysis related to the City's General Plan and applicable air quality plans and will describe potential effects associated with any inconsistencies.

b) **Potentially Significant Impact.** The Draft EIR will identify applicable air quality standards and the federal and state attainment status for pollutants within the SCAB. The Draft EIR will also include an analysis of the estimated emissions associated with construction and operation of the proposed project, and will determine if, due to these emissions, the project would violate any air quality standards or contribute to an existing violation.

c) **Potentially Significant Impact.** The Draft EIR will identify applicable air quality standards and the federal and state attainment status for pollutants within the SCAB. The Draft EIR will also include an analysis of the estimated emissions associated with construction and operation of the proposed project, and will also include an analysis of cumulative impacts associated with emissions of criteria pollutants.

d) **Potentially Significant Impact.** Several schools and residences are located within one mile of the project site. The nearest school is Sonrise Christian Academy, located approximately 0.5-mile north of the project site at 7759 Arcola Avenue. Construction-related activities would result in diesel exhaust emissions and dust that could adversely affect air quality for the nearest sensitive receptors. Tenants may operate stationary sources of air pollutants, including, potentially, TACs, and diesel powered trucks would service the industrial and commercial tenants. Thus, a refined Health Risk Assessment (HRA) will be performed to quantify the potential chronic and acute health risks from construction and operation of the project. Mitigation measures for diesel equipment and dust control that are recommended by SCAQMD will be evaluated as part of the Draft EIR to avoid or reduce the impacts to construction workers and occupants of nearby residents, if necessary.

e) **Potentially Significant Impact**. During construction, exhaust from diesel construction equipment has the potential to cause objectionable odors in the vicinity of the project site. Although objectionable odors rarely cause any physical harm, they can be unpleasant and lead to citizen complaints. The proposed project would utilize typical construction techniques and equipment; any odors would be temporary in nature and confined to the project site, where passing receptors would experience odors temporarily. According to the CARB CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project includes creative office buildings, retail uses, a hotel, and creative industrial buildings. However, the type of industrial uses allowed onsite would not include those mentioned above as generating substantial odors as the project also includes retail and hotel uses, where customers and guests would be significantly affected. Nevertheless, the Draft EIR will further describe the potential effects related to odors associated with implementation of the proposed project and recommend mitigation measures to reduce any impacts to a less than significant level.

References

California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Accessed February 27, 2017, available at http://www.arb.ca.gov/ch/handbook.pdf

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

South Coast Air Quality Management District. 2016. 2016 Air Quality Management Plan. Accessed February 27, 2017, available http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-draft-2016-aqmp

Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
4. 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?	☐	☐	☐	☒

Discussion

a) **No Impact.** The project site is located in a developed area and is partially paved with asphalt and partially unpaved. The only biological resources present onsite is sparse ornamental landscaping. The project site does not contain habitat, which would support special status or wildlife species, as it has been heavily disturbed, developed and partially demolished. Due to high levels of human activity and density of development in the region, there is no potential for candidate, sensitive or special-status plants or animal species to occur on the project site. Implementation of the proposed project would not result in a substantial adverse effect, directly or indirectly, or through habitat modifications, on any sensitive species. Thus, no impacts would occur and this issue will not be further evaluated within the Draft EIR.

b) **No Impact.** As discussed above, the project site is located in an area that is entirely developed. No riparian habitat or designated sensitive natural communities exist on the project site or in the surrounding area. Vegetation adjacent to the project site, including within the airport parking lot, consist of ornamental landscaping. Due to the lack trees on the project site and nearby area, the site does not contain a native or natural community.

Therefore, the proposed project would have no impact to riparian habitat or sensitive natural communities and this issue will not be further evaluated within the Draft EIR.

c) **No Impact.** Drainage courses with definable bed and bank and their adjacent wetlands are considered "waters of the United States" and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act. Jurisdictional wetlands, as defined by the USACE are lands that, during normal conditions, possess hydric soils, are dominated by wetland vegetation, and are inundated with water for a portion of the growing season.

The project site is partially paved with asphalt and partially unpaved, left from prior demolition activities. The project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils, and thus does not include USACE jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act and this issue will not be discussed further within the Draft EIR.

d) **No Impact.** The project site is currently partially paved and partially undeveloped land remaining from prior demolition activities and is located within a highly developed portion of the City. The project site is predominately covered with impervious surfaces, and does not contain any quality biological habitat. There are no mature trees located on site that could provide suitable nesting substrate for migratory songbirds and raptors protected by the Migratory Bird Treaty Act (MBTA). Thus, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or established migratory wildlife corridor. Therefore, no impacts would occur in this regard and this issue will not be further evaluated in the Draft EIR.

e) **No Impact.** Section 7-4-115 of the City of Burbank Municipal Code states that the no ground disturbing activities, including the excavation of any ditches, tunnels, trenches, or the installation of pavement, shall occur within ten feet from any public tree without prior notification to the City Director. There is minimal ornamental landscaping adjacent to the project site but no biological resources, including trees, within the project site. The proposed project would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. No impact would occur and this issue will not be further evaluated within the Draft EIR.

f) **No Impact.** The City of Burbank does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan. There are no approved local, regional, or state habitat conservation plans. Therefore, the project would have no impact to an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed February 27, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
5. 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 an 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?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The project site is partially developed and paved, and partially unpaved. Based on a desktop survey of the project site, there are no historic structures located on the project site. However, there is the potential to discover historical resources during ground disturbing activities. A Cultural Resources Assessment, including a records search, will be prepared as part of the Draft EIR, which will identify any historical resources within the project site and surrounding area. The Draft EIR will also evaluate the potential for implementation of the project to substantially change the significance of an identified historical resource and will include mitigation measures to reduce impacts to historical resources, if necessary.

b) **Potentially Significant Impact.** While the project site is highly disturbed due to prior development, demolition, and redevelopment, ground disturbing activities associated with construction of the project could result in the inadvertent discovery of unknown archaeological resources. A Cultural Resources Assessment, including a records search, will be prepared as part of the Draft EIR. The Draft EIR will identify any known archaeological resources within the project site or within the surrounding area as well as evaluate potential impacts to these resources from development of the project, if any. If significant impacts to archeological resources are identified, the Draft EIR will include mitigation measures to reduce these impacts to the lowest extent feasible.

c) **Potentially Significant Impact.** According to the Geotechnical Engineering Investigation conducted at the project site, soils which underlain the project site include fill and undisturbed alluvium soils (NorCal Engineering 2016). As stated in the EIR for the Burbank Bob Hope Airport Replacement Terminal project on the property adjacent to the project site, several fossil localities have been identified nearby from older Quaternary alluvium deposits and have been recorded within several miles from the project site (RS&H 2016). These fossil localities have been recovered from depths between 14 feet and 170 feet below the surface (RS&H 2016). Ground disturbing activities, such as excavation or trenching, during construction of the project could have

the potential to encounter the undisturbed alluvium soils, which have the potential to contain unknown paleontological resources. The Draft EIR will describe in greater detail the paleontological setting of the project area as well as evaluate the potential for impacts to paleontological resources associated with construction of the project. Further, if necessary, mitigation measures will be developed to reduce impacts to a level of less than significant

d) **Potentially Significant Impact.** There is no indication that any portion of the project site has been used for human burial purposes in the recent or distant past. Therefore, it is unlikely that human remains would be encountered during construction of the proposed project. However, in the event that human remains are inadvertently discovered during project construction activities, the human remains could be inadvertently damaged, which could be a significant impact. The Draft EIR will evaluate the potential to disturb human remains and, if necessary, will develop mitigation measures to reduce impacts to a less than significant level.

References

NorCal Engineering. 2016. Geotechnical Engineering Investigation. February 29.

RS&H, Inc. 2016. Final Environmental Impact Report for a Replacement Airline Passenger Terminal at the Burbank Bob Hope Airport. June. Accessed February 27, 2017. Available at: http://burreplacementterminal.com/eir-documents/

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
6. 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:				
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 a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion

a.i) **Less than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act requires the State of California to map areas of high risk for surface fault rupture. This law prohibits locating structures designed for human occupancy on top of the surface traces of active faults, thereby reducing the loss of life and property from an earthquake. Southern California, including the project site, is subject to the effects of seismic activity due to active faults that traverse the region. Act. According to the Geotechnical Engineering Investigation prepared for the proposed project, the nearest active fault is the Verdugo fault, located approximately 1.25 miles to the east (NorCal Engineering 2016). The project site is not located within a Alquist-Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very low (NorCal Engineering 2016). Additionally, according to the Safety Element of the General Plan, there are no Alquist-Priolo Earthquake Fault Zones designated within Burbank (City of Burbank 2013). The closest Alquist-Priolo Earthquake Fault Zone to the project site is the Sierra Madre Fault Zone, located approximately five miles to the northeast. Therefore,

impacts related to ground rupture would be less than significant and this issue will not be further evaluated within the Draft EIR.

a.ii) **Less than Significant Impact.** Ground shaking is motion that occurs as a result of energy released during an earthquake and has the ability to damage or destroy important city infrastructure. In addition to the Verdugo Fault, several other active faults have the potential to cause ground shaking that would affect Burbank. The Safety Element of the General Plan identifies the following additional zones of potential ground shaking:

- The San Fernando Fault (northwest of Burbank);
- Sierra Madre Fault (at the base of the San Gabriel Mountains east of Burbank);
- Newport-Inglewood Fault (12.5 miles south of Burbank); and
- Raymond Fault (six miles southeast of Burbank).

Although these faults would not cause a surface rupture in Burbank, a seismic event on any of the above faults could cause ground shaking at the project site and region that could cause damage in structures, especially older structures built to older standards (City of Burbank 2013). However, the proposed project would be designed and constructed in conformance with all applicable design standards, including in accordance with the City's General Plan Safety Element and Building Code, the County's seismic safety standards, and the California Building Code (CBC). Further, the proposed project would be required to implement all of the geotechnical recommendations identified in the Geotechnical Engineering Investigation, and compliance with these requirements would be implemented during the City's plan check process prior to the issuance of a building permit. With conformance to the CBC, the project would be feasible from a geotechnical standpoint in regards to strong ground shaking. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated. Therefore, this issue will be analyzed further in the Draft EIR.

a.iii) **Less than Significant Impact.** Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained primarily sandy soil. While the site is expected to experience ground-shaking and earthquake activity typical of the Southern California region, the site is not located in an area mapped by the State of California Seismic Hazards Mapping Act as potentially susceptible to liquefaction (NorCal Engineering 2016). The project would be designed to be compliant with the latest CBC to minimize effects from seismic activity, including liquefaction. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated within the Draft EIR.

a.iv) **No Impact.** Landslide hazards are related to both slope and seismic activity. A landslide is the downhill movement of masses of earth material under the force of gravity. Factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to

earthquake faults. Within the city, hazards from landslides are limited to properties located at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon drive. The project site and surrounding area are developed and relatively flat, making the possibility for landslides very low. Therefore, development of the proposed project would not result in significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides. This issue will not be further evaluated within the Draft EIR.

b) **Less than Significant Impact.** Project construction would include grading and earthmoving activities at the site that could expose site soils to erosion from heavy winds, rainfall, or runoff. The proposed project would be required to comply with the National Pollution Discharge Elimination System (NPDES) Construction General Permit, which would require the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize or eliminate sediment and soils discharged from the project site. The Draft EIR will describe in greater detail the geologic conditions of the project site and the design measures and best management practices that the project will implement to reduce impacts related to soil erosion or loss of topsoil to a less than significant level.

c) **Less than Significant Impact.** As stated above, the project site is located within a developed area of the City and has a relatively flat topography. Soils that underlain the project site consist of fill and undisturbed alluvium and no groundwater was encountered under the project site (NorCal Engineering 2016). Due to the types of soils that underlain the project site, the risk for liquefaction, on- and off-site landslides, subsidence, or collapse to occur is low (NorCal Engineering 2016). Further, the proposed project would be designed to be compliant with the CBC as well as the City's General Plan Safety Element and Building Code, and the County's seismic safety standards to minimize the effects of seismic activity. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated within the Draft EIR.

d) **Less than Significant Impact.** According to the Geotechnical Engineering Investigation prepared for the project, the soils underlain the project site are considered to have very low potential for expansion (NorCal Engineering 2016). Further, the project would be designed in accordance with the Expansive Soil Guidelines provided in the Geotechnical Engineering Investigation, if expansive soils are encountered during earthmoving activities during project construction (NorCal Engineering 2016). Nevertheless, the Draft EIR will further describe the potential effects related to expansive soils associated with implementation of the proposed project.

e) **No Impact.** The proposed project would connect to the existing sewer mains within Kenwood Street and Hollywood Way and would not require the use of septic system. The existing sewer mains within Kenwood Street and Hollywood Way have adequate capacity to fully support the proposed project. Therefore, no impact related to septic tanks or alternative waste systems would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

NorCal Engineering. 2016. Geotechnical Engineering Investigation. February 29.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** Greenhouse gas (GHG) emissions from human activity are implicated in global climate change or global warming. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), NO_X, ozone, water vapor, and fluorinated gases (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride). The Draft EIR will identify the GHG emissions associated with construction and operation of the proposed project and the potential impact on the environment from GHG emissions.

b) **Potentially Significant Impact.** In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020, and are further reduced by 2050 to 80 percent below 1990 levels. In accordance with State law, the City of Burbank has adopted a Greenhouse Gas reduction plan (GGRP) to implement the GHG policies found in the *Burbank 2035 General Plan*. The GGRP provides a current GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the *Burbank 2035 General Plan* Air Quality and Climate Change Element. The GGRP was adopted by the City along with *Burbank 2035 General Plan* to address GHG emissions at a programmatic level.

The Draft EIR for the proposed project will identify the applicable plans, policies, and regulations adopted for the reduction of GHG emissions and determine whether or not the proposed Avion Burbank project will conflict with AB32, the GGRP, and other regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
8. 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

Discussion

a) **Potentially Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Construction activities would require the use of certain hazardous materials such as fuels, oils, solvents, and glues. Inadvertent release of large quantities of these materials into the environment could adversely impact soil, surface waters, or groundwater quality, which could result in potentially significant impacts related to hazardous materials. The proposed project's construction activities would include demolition of existing impervious surfaces, grading/excavation, and construction of the various buildings and project components. Various soil gas investigations, soil sampling, and soil remediation have been completed to address the areas of concern (AOCs) identified for the project site (Ardent 2016a). Based on the results of these investigations and remedial efforts, the LARWQCB issued a number of No Further Action (NFA)

letters for particular areas of the project site, indicating a low potential for the residual contaminants to continue to contribute to the regional groundwater issue. However, as described above, because other off-site AOCs still need further evaluation, the LARWQCB has not issued a NFA letter for the project site related to groundwater. This case is considered open with the LARWQCB (Ardent 2016a). Therefore, due to the historical industrial land uses of the project site, ground-disturbing activities could result in the exposure of hazardous materials/chemicals within the soil to construction workers and the public. The Draft EIR will provide a more in depth analysis of the potential effects associated with the transport, use, or disposal of hazardous materials, including contaminated soils and/or hazardous materials which could be present under the site, during construction of the proposed project.

Operation of the project would include storage and use of hazardous materials for the hotel, industrial, and retail uses, which include but are not limited to chemicals and hazardous materials typical of industrial uses, cleaning and degreasing solvents, fertilizers, pesticides, herbicides, and degreasers, paints, cooking oils, chlorinated products, paints, and other materials used for property maintenance. These products would be used and stored in limited quantities and normal use of these products would not result in the production of large amounts of hazardous waste. Compliance with the existing safety standards related to handling, use, and storage of hazardous materials, and compliance with applicable federal, state, and local laws and regulations would be required. Nevertheless, the Draft EIR will further describe the potential effects related to the transport, use, or disposal of hazardous materials during operation of the proposed project.

b/d) **Potentially Significant Impact.** As discussed above, the project site was previously used for agricultural purposes from at least 1928 through the late 1930's and then was developed as part of a larger property owned by Lockheed Martin Corporation (Lockheed), known as the Lockheed Plant B6, from at least 1944 through the 1990's (Ardent 2016b). A portion of the project site encompasses approximately 60 acres of the former 130 acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes (Ardent 2016). All of the buildings associated with the Lockheed Plant B6 were razed from 1997 through 2001, leaving the project site as vacant land, with the exception of a small portion of the northern property that is currently being used as commercial long-term storage of automobiles and storage pods (Ardent 2016a). In addition to the Lockheed Plant B6, PAC operated the Jet Engine Test Cell Facility on a portion of the project site. The Jet Engine Test Cell Facility property encompasses 0.69-acres and was used to test aircraft engines, aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 through 1996 (Ardent 2015). All of the PAC buildings were demolished in 2013.

The project site has undergone numerous environmental investigations and remediation under the direction and oversight of the LARWQCB and the US EPA (Ardent 2016a). The project site is located within the San Fernando Valley Groundwater Basin,

specifically within the Burbank Operable Unit (Ardent 2016a). Based on numerous groundwater investigations on the project site, Lockheed has been identified as one of the many potentially responsible parties (PRPs) for contributing to the groundwater issues at the site (Ardent 2016a).

In 1992, a Cleanup and Abatement Order was issued to three responsible parties that formerly owned and/or operated businesses at the PAC Facility, including the Jet Engine Test Cell Facility, which included Lockheed, American Real Estate Holding Limit Partnership, and PAC. Since the Main Facility was used as an aircraft parts fabrication operation including the storage and use of chlorinated solvents in degreasers, machining, and plating operations, most of the contaminated materials associated with the Cleanup and Abatement Order has been discovered at the Main Facility; soil remediation and groundwater monitoring are currently being completed at this property across the street. However, since the project site and the adjacent property, which supported the main PAC facility, were used for the same type of industrial uses, the project site is also undergoing soil and groundwater investigations (Ardent 2015).

Since the early-1990s, the project site has been investigated by the LARWQCB under its Well Investigation Program (WIP) as part of the San Fernando Valley Groundwater Basin Superfund Site. Over the years, a number of investigations have been completed including the collection and analyses of soil, soil gas, and groundwater samples. Remediation work has been completed under the direction and oversight of the RWQCB and US EPA (Ardent 2016a). Due to the on-going soil remediation and groundwater monitoring associated with this property, regulatory closure for soil and/or groundwater has not been obtained for the site (Ardent 2015). Due to the extensive previous industrial operations at the project site, there is the potential for the release of hazardous material or exposure of the public to hazardous materials.

The Draft EIR will provide an in depth background characterization of the project site as well as the relationship of the present soil and groundwater contamination between the project site and the adjacent airport site (main PAC facility site). Due to the potential of contaminated soils present on the site, a Soil Management Plan will be prepared for the proposed project to ensure the safety of construction workers, employees, and users of Avion Burbank during construction and operation of the proposed project. The Draft EIR will analyze the potential for the release of hazardous materials and the risk of exposing persons to any hazardous materials which may be present onsite. The Draft EIR will identify any potentially significant impacts associate with the proposed project and recommend mitigation measures, as necessary.

c) **Less than Significant Impact.** There are no schools located within one-quarter mile of the project site and the closest school is Providencia Elementary School, located approximately one mile southeast of the project site. Further, the surrounding area is designated as Golden State Commercial/Industrial uses, which does not support school uses. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing

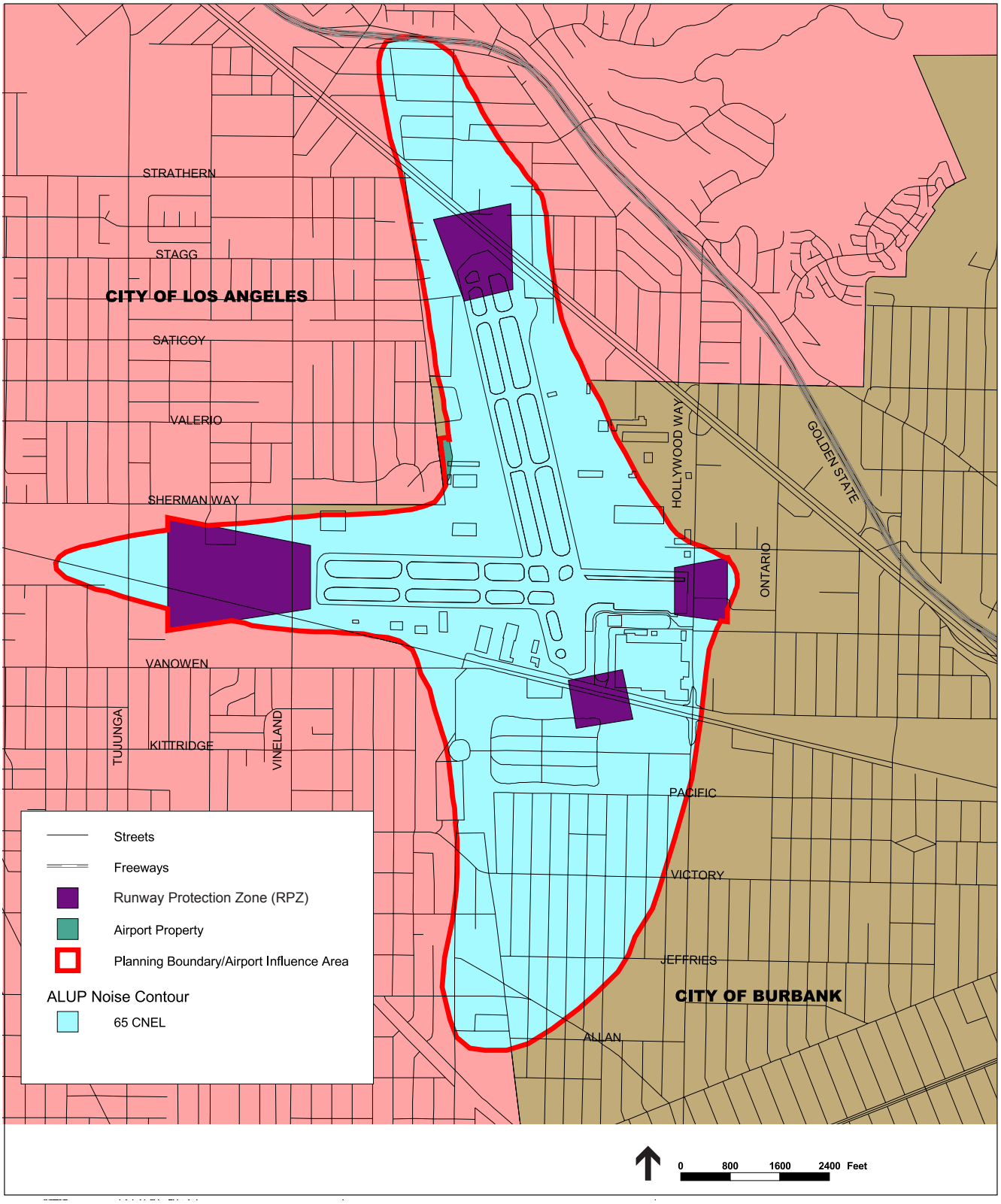
or proposed school. Impacts would be less than significant and this issue will not be further evaluated within the Draft EIR.

e) **Potentially Significant Impact.** As shown in **Figure 5**, the project site is partially located within the planning boundary/airport influence area for the Bob Hope Airport (LACALUC 2013). However, the project site is not located within any of the designated Runway Protection Zones (RPZs) for the airport. Although project development is not anticipated to not subject workers, clients, or visitors of the proposed project to substantial hazards related to aircraft operating to or from the Bob Hope Airport, the Draft EIR will provide a consistency analysis between the proposed project and the Los Angeles County Airport Land Use Compatibility (ALUC) Plan. The Draft EIR will analyze the operation of the Bob Hope Airport adjacent to the project site to ensure safety hazards at the project site would not occur. The EIR will also include an analysis of the project's consistency with FAA requirements for building height.

f) **No Impact.** There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to a safety hazard related to operation of a private airstrip. No impact would occur. This issue will not be further evaluated within the Draft EIR.

g) **Less than Significant Impact**. The proposed circulation system for the proposed project would include 15 access points and two new roadways would be constructed and extended onsite. All access points and roadways would be designed to provide adequate emergency access to emergency response vehicles. According to the City's General Plan, the designated emergency evacuation primary roadways are Glenoaks Boulevard, San Fernando Boulevard, Burbank Boulevard, and Victory Boulevard (City of Burbank 2013). The northern portion of the project site is located adjacent to San Fernando Boulevard, where increased traffic volumes during construction and operation of the project could affect emergency access routes. Therefore, the Draft EIR will further evaluate potential impacts to the City's emergency evacuation routes as a result of development of the project.

h) **Less than Significant Impact.** According to the Fire Zones Map within the City's General Plan, the project site is not located within a designated mountain fire zone (City of Burbank 2013). The potential for the project site to be affected by a wildland fire is very low. However, the City's General Plan states that urban fires are a threat within the City, where some land uses are more susceptible than others to property damage and/or loss. Located adjacent to the project site, the Burbank Bob Hope Airport is identified as a property that is more susceptible to urban fires. However, the Burbank Bob Hope Airport has its own fire department that responds to fire incidents within the airport property, which would minimize the risk of urban fire events spreading onto the project site. Therefore, impacts related to wildland fires and urban fires would be less than significant and this issue will not be further evaluated within the Draft EIR.



SOURCE: Los Angeles County, 2003

Avion Burbank Project . 160935

Figure 5

Bob Hope Airport Influence Area

References

Ardent Environmental Group, Inc. (Ardent). 2015. Phase I Environmental Site Assessment and Document Review for 3003 North Hollywood Way, Burbank, CA. June 17, 2015.

———. 2016a. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

———. 2016b. Phase I Environmental Site Assessment for Parking Lot at 3120 and 3130 Kenwood Street. February 24, 2016.

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Hydrology and Water Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
9.	**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)?	☒	☐	☐	☐
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 or 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 that would result in flooding on- or off-site?	☒	☐	☐	☐
e)	Create or contribute runoff water that 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-year 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-year flood hazard area structures that 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 a levee or dam?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a/f) **Potentially Significant Impact.** This project is located in the Regional Water Quality Control Board–Los Angeles District jurisdiction (LARWQCB). Groundwater investigation have been ongoing at the project site by Lockheed since 1986, which have assessed the extent of VOC-impacted groundwater and emergent chemicals, including hexavalent chromium (Ardent 2016a). Laboratory results have indicated elevated concentrations of VOCs and hexavalent chromium in groundwater beneath the site. Work has been completed in general accordance with LARWQCB Cleanup and Abatement Order No. 87-161 dated December 1987 (Ardent 2016a). Groundwater has been measured at the site at depths of approximately 220 feet below ground surface (Ardent 2016)

The project site is located within an urban area of the city and is partially paved with asphalt and partially unpaved. . Construction of the proposed project would include earthmoving activities, such as grading, excavation, and trenching, as well as would include the extension of roadways. The Draft EIR will provide an in depth analysis of the potential for pollutants to be discharged from construction and operation of the project and will recommend mitigation measures, if necessary, to reduce these impacts to water quality to the lowest extent feasible.

b) **Potentially Significant Impact.** According to the City's *Urban Water Management Plan* (UWMP), the City of Burbank extracts its groundwater from the San Fernando Basin (SFB). The SFB underlies the City, including the project site. The City relies heavily on groundwater sources for its water supply. The project site is partially paved with asphalt and partially unpaved, where implementation of the proposed project would increase the amount of impervious surface on the site, which could affect groundwater infiltration. . The Draft EIR will describe in greater detail the sources of the City's water supply, including groundwater, and will analyze whether the proposed project would result in the depletion of existing groundwater levels during construction and/or operation.

c/d/e) **Potentially Significant Impact.** As stated above, the project site is located within an urban area of the City and is partially paved with asphalt and partially unpaved (left from prior demolition activities). Existing storm drains are located within the roadways surrounding the project site. Construction of the proposed project would include earthmoving activities, such as grading, excavation, and trenching, as well as roadway extensions and improvements. The proposed project would result in the alteration of the project site's existing topography and drainage. The Draft EIR will provide an in depth analysis of the potential effects related to the alteration in the project site's drainage patterns, including the potential to increase erosion on- and off-site, increase the amount of surface runoff discharged as well as the potential to exceed the existing storm drain system. The Draft EIR will require mitigation measures, if necessary, to reduce significant impacts related to drainage to the lowest extent possible.

g) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06037C1328F, the project site is located within Zone X, indicating that the project site is located outside of a designated 100-year floodplain (FEMA 2008). Therefore, implementation of the proposed project would not construct new housing within a 100-year floodplain. This issue will not be further evaluated within the Draft EIR.

h) **No Impact.** As stated above, the project site is not located within a designated 100-year floodplain and as such would not construct structures which would impede or redirect flood flows (FEMA 2008). No impact would occur and this issue will not be further evaluated within the Draft EIR.

i) **No Impact.** According to the City's General Plan Safety Element, there are three reservoirs located upstream from the City, Reservoirs #1, #4, and #5 as classified by the

California Department of Water Resources (City of Burbank 2013). However, while these three reservoirs impound more than 50 acre-feet of water, they are not large enough to result in substantial risk of inundation to the city in the event of dam failure (City of Burbank 2013). For these reasons, development of the proposed project would not expose people or structures to significant risk associated with flooding associated with dam failure. This issue will not be further evaluated within the Draft EIR.

j) **No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

As stated above, there are three reservoirs, Reservoirs #1, #4, and #5, located upstream of the city (City of Burbank 2013). Due to the relatively small size of these reservoirs, seismic activity would not result in risks to the city associated with a seiche. The City is located approximately 16 miles inland from the Pacific Ocean and therefore would not be subject to tsunami impacts, which are hazards for shoreline areas. Further, the project site is relatively flat with no steep slopes adjacent to the project area, where the project site is not located downslope from an area of potential mudflow. No impacts related to seiche, tsunami, or mudflow would occur with project implementation. This issue will not be further evaluated within the Draft EIR.

References

———. 2016a. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 1, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 20105. 2015 Urban Water Management Plan. Approved June 14, 2016. Accessed March 1, 2017. Available at: https://www.burbankwaterandpower.com/urban-water-management-plan-update

Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map No. 06037C1328F. Effective September 26, 2008. Accessed March 1, 2017. Available at: https://msc.fema.gov/portal/search?AddressQuery=3001%20North%20Hollywood%20Way#searchresultsanchor

Land Use and Land Use Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a) **No Impact.** The project site is currently designated by the General Plan as Golden State Commercial/Industrial and Airport land uses. The land uses are also designated as Golden State Commercial/Industrial and Airport uses, which do not support residential uses. The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the project site designated as Airport. In addition, proposed project would also include and the construction and extension Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way, which would traverse the project site. Although the roadways extensions would divide the site, as described above there are no established communities currently on site, thus, implementation of the project would not physically divide an established community and no impact would occur. This issue will not be further evaluated within the Draft EIR.

b) **Less than Significant Impact.** The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial on the western most 18-acre portion of the project site. Additionally, the project would also include a Planned Development zoning to amend the zone from the existing M-2 and Airport to Planned Development; a Development Agreement; Development Review for the warehouse, office, and retail/restaurant buildings; and a Tentative Parcel Map to subdivide the project site into separate legal lots for future sale, lease, or financing. The proposed project will also be required to be consistent with the Airport Land Use Commission's Airport Land Use Plan. Project consistency with all applicable planning documents will be further evaluated within the Draft EIR.

c) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, no impacts would occur in this regard and this issue will not be further evaluated in the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Zoning Code. December 20. Accessed February 22, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
11. 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?	☐	☐	☐	☒

Discussion

a) **No Impact.** According to the City's General Plan, the project site is located atop an area classified by the State Mining and Geology Board as MRZ-2, which is a mineral classification which indicates that mineral resources may be present (City of Burbank 2013). However, the City is an urbanized environment where existing land use designations preclude mineral extraction activities as those types of activities would destroy parts of the City (City of Burbank 2013). Thus, Burbank is not considered to be a potential future source for mineral resources (City of Burbank 2013). Thus, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state. No impact would occur. This issue will not be further evaluated within the Draft EIR.

b) **No Impact.** As stated above, while the project site is located within a MRZ-2 mineral classification area, the City's General Plan does not consider the City to be a potential source for mineral resources (City of Burbank 2013). Historically, the project site has been used for agriculture land uses, and most recently for industrial and research purposes, and as such, has not and does not contain any mineral resource recovery sites or mining operations. Thus, implementation of the proposed project would not result in the loss of a locally-important mineral resource recovery site. No impact would occur. This issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. 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 located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a/d) **Potentially Significant Impact.** Noise generated during construction of the proposed project would occur with varying intensities and durations during the construction phase of the project. The proposed project would be constructed within one phase beginning in early 2018 and is anticipated to be completed by the end of 2018. Therefore, it is recommended that relevant noise standards and temporary and periodic noise levels associated with project construction be further evaluated within the Draft EIR.

b) **Potentially Significant Impact.** Groundborne vibration and groundborne noise could occur during the construction phase of the proposed project and possibly during operation of the project depending on the type of industrial tenants which could occupy the site. Therefore, it is recommended that relevant vibration standards and temporary and vibration levels which could occur during construction and operation of the project be further evaluated within the Draft EIR.

c) **Potentially Significant Impact.** Operation of the proposed project would generate additional noise associated with the different types of proposed uses on the project site. While the project site is located within an urbanized environment and is located adjacent to the Bob Hope Airport, the project site does not currently support any noise-generating sources, where implementation of the proposed project could substantially increase ambient noise levels. Therefore, with permanent increases in ambient noise levels associated with operation of the proposed project will be evaluated within the Draft EIR.

e) **Potentially Significant Impact.** The project site is located adjacent to the Bob Hope Airport. According to the Airport Influence Area Map for the Bob Hope Airport, the southern/southwestern portion of the project site is located within the Airport Influence Area (AIA), as shown in Figure 5 (LACALUC 2003). The AIA defines the area where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the Airport Land Use Commission (ALUC) (LACALUC 2013). Since a portion of the project site is located within the Bob Hope AIA, implementation of the proposed project could expose people to excessive noise levels associated with the airport. Therefore, the effects of excessive airport noise will be evaluated within the Draft EIR.

f) **No Impact.** There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to excessive noise levels related to a private airstrip. No impact would occur. This issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=2686

Los Angeles County Airport Land Use Commission (LACALUC). 2013. Bob Hope Airport Influence Area Map. May 13. Accessed March 14, 2017. Available at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf

Population and Housing

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
13.	**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?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** The proposed project does not include a residential component and thus would not directly increase the City's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would support temporary guests but would not result in a permanent increase in city's population. In addition, the project would extend, improve, and dedicate Tulare Avenue east of Hollywood Way and Kenwood Street south to the future Tulare Avenue. For these reasons, it is recommended that the Draft EIR provide a more in depth analysis of the project's potential to induce population growth indirectly through increased employment opportunities and the extension of Tulare Avenue and Kenwood Street.

b) **No Impact.** The project site is located adjacent to the City of Burbank Bob Hope Airport and is located within the designated Golden State Commercial/Industrial area of the City (City of Burbank 2013). The surrounding parcels are also designated as Golden State Commercial/Industrial land uses, where no residential uses are currently developed. Implementation of the proposed project would develop a mixed-use campus, with creative industrial, creative office, retail and hotel uses, which would be consistent with adjacent commercial and industrial uses. Construction of the project would not require the displacement or demolition of existing housing and thus would not cause additional housing to be built elsewhere within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

c) **No Impact.** As stated above, the project site does not contain existing housing units and is designated for commercial and industrial uses. Implementation of the project would not result in the displacement of a substantial number of people and thus would not cause

replacement housing to be built elsewhere within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Public Services

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

Discussion

a.i) **Potentially Significant Impact.** The proposed project would develop nine creative industrial buildings, six creative office buildings, two retail buildings, and a 166-room hotel, which would require fire protection services in case of a fire emergency. The Burbank Fire Department would provide fire protection services to the proposed project, where the closest station is Fire Station 13, located at 2713 Thornton Avenue, approximately 1.25 miles southeast of the project site (Burbank Fire Department 2017a). According to the City's General Plan, the response time standard for the Fire Department is a maximum of five minutes (City of Burbank 2013). Currently, the Fire Department is maintaining an average response time of 5:17, which is 17 seconds over the established standard (Burbank Fire Department 2017b). Implementation of the proposed project could contribute to increasing average fire response times. Additionally, development of the proposed project would increase the area and buildings which would require fire protection services within the city, which could increase the need for additional fire protection facilities. Therefore, this issue will be further evaluated within the Draft EIR.

a.ii) **Potentially Significant Impact.** The proposed project would develop nine creative industrial buildings, six creative office buildings, two retail buildings, and a 166-room hotel, which would require police protection services in case of an emergency. The Burbank Police Department would provide police protection services to the proposed project, where the station that would provide service to the project is located at 200 North Third Street, approximately 2.75 miles southeast of the project site. According to the City's General Plan, the response time standard for the Police Department is a maximum of four minutes (City of Burbank 2013). Development of the proposed project would increase the area and buildings, which would require police services within the city, which could increase the need for additional police facilities. Therefore, this issue will be further evaluated within the Draft EIR.

a.iii) **No Impact.** The proposed project does not include a residential component and, as such, would not directly increase the City's population. Development of the project would increase employment opportunities within the City, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would support temporary guests but would not result in a permanent increase in the city's population. For these reasons, the proposed project would generate new students and would not increase demand on the city's schools. No impact would occur and this issue will not be further evaluated within the Draft EIR.

a.iv) **No Impact.** According to the City's General Plan, the established parkland standard for the City is three acres per 1,000 residents or the payment of in-lieu fees for new development with residential components pursuant to the Quimby Act requirements (City of Burbank 2013). As stated above, the proposed project does not include a residential component and, as such, would not directly increase the city's population. While development of the project would increase employment opportunities within the City, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase the need for additional parkland and recreational facilities within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

a.v) **No Impact.** There are three libraries within the city, which include the Burbank Public Library (110 North Glenoaks Boulevard), Burbank Public Library – Buena Vista (300 N Buena Vista Street), and Burbank Public Library – Northwest (3323 West Victory Boulevard). As stated above, the proposed project does not include a residential component and, as such, would not directly increase the City's population. While development of the project would increase employment opportunities within the city, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase demand on the existing library facilities within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

Burbank Fire Department. 2017a. Fire Stations. Accessed March 14, 2017. Available at: http://www.burbankfire.us/divisions/fire-suppression/fire-stations

Burbank Fire Department. 2017b. Personal communication with Steve Briggs, Fire Marshal. March 15, 2017.

Burbank Police Department. 2017. Burbank Police Website. Accessed March 15, 2017. Available at: http://www.burbankpd.org/

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. 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?	☐	☐	☐	☒

Discussion

a) **No Impact**. As discussed in Population and Housing above, the proposed project does not include a residential component and thus would not directly increase the city's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would not generate a substantial increase in usage of the city's recreational facilities, as hotel guests would likely not use the city's parks and recreational facilities. Therefore, the proposed project would not increase the usage of the city's existing parks and recreational facilities and would not cause substantial physical deterioration. No impact would occur and this issue will not be further evaluated within the Draft EIR.

b) **No Impact**. The proposed project is a mixed-use campus consisting of six creative industrial buildings, two retail buildings, nine creative office buildings and a hotel. The conceptual landscape plan includes various common areas throughout the area, which include a central common area, shaded conversation areas, private patios, and communal tables with landscape, a double sided fire place, chess board and an open lawn. The common open space areas would serve the users of the development, and would not be considered public recreational areas. Therefore, the project does not include a recreational component or require the construction of new recreational facilities. No impact would occur and this issue will not be further evaluated within the Draft EIR.

Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
16. TRANSPORTATION/TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion

a/b) **Potentially Significant Impact.** The proposed project may have the potential to cause an increase in traffic in the project area 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) and may have the potential to exceed, either individually or cumulatively, a level of service standard established by the City's General Plan and required by the County Congestion Management Plan. A Traffic Impact Study (TIS) is currently being prepared for the proposed project which will evaluate the project's impacts on the existing roadway system and will recommend mitigation measures, if necessary. The applicant is also proposing to participate or establish a TMD, which would reduce traffic impacts in the project vicinity, by providing alternative methods of transportation to the site employees and visitors. Therefore, the Draft EIR will summarize the findings of the TIS and will provide a more in depth analysis of the project's impacts on the surrounding circulation system.

c) **Less than Significant Impact.** According to the Bob Hope Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Bob Hope Airport (refer to Figure 5) (LACALUC 2013). However, the project site is

not located within any of the designated Runway Protection Zones (RPZs) for the airport. The tallest building proposed under the project would be the 166-room hotel, which would be a maximum of f 69 feet tall. While it is not anticipated that the height of the buildings proposed under the project would result in changes to the air traffic patterns associated with the Bob Hope Airport, the Draft EIR will provide a consistency analysis between the proposed project and the Los Angeles County Airport Land Use Compatibility (ALUC) Plan, which includes the Bob Hope Airport.

d) **Less than Significant Impact.** The proposed circulation system would include access to the project site via fifteen access points along the surrounding roadways, the construction and extension of Kenwood Avenue and Tulare Avenue as public streets, and the widening of Hollywood Way to allow for the construction of deceleration/acceleration lanes. Internal circulation would be provided via Kenwood Avenue and Tulare Avenue. A temporary easement for a cul-de-sac for fire access at the end of Tulare Avenue would need to be obtained from the Burbank Airport Authority. It is envisioned by the Bob Hope replacement terminal project that Tulare Avenue will connect to the future airport loop road and terminal (OMP 2016). All circulation improvements and new roads would be designed in accordance with the City's Municipal Code and roadway design standards to ensure that roadway hazards are minimized. Further, the TIS prepared for the proposed project would analyze the traffic operations at the access points' intersections to ensure adequate traffic operations and minimal traffic hazards. Nonetheless, it is recommended that traffic hazards due to a design feature are further evaluated within the Draft EIR.

e) **Less than Significant Impact**. As stated above, 15 access points would be provided for the proposed project and two new roadways would be constructed and extended onsite. All access points and roadways would be designed to provide adequate emergency access to emergency response vehicles. According to the City's General Plan, the designated emergency evacuation primary roadways are Glenoaks Boulevard, San Fernando Boulevard, Burbank Boulevard, and Victory Boulevard (City of Burbank 2013). The northeastern portion of the project site is located adjacent to San Fernando Boulevard, where increased traffic volumes during construction and operation of the project could affect emergency access routes. Therefore, the Draft EIR will further evaluate potential impacts to the City's emergency evacuation routes as a result of development of the project.

f) **No Impact**. The proposed project would include pedestrian facilities and connections to surrounding alternative transportation. Specifically, the project would provide access and connection to the Antelope Valley metro link station at the north property line via a walkway and bike path, a ten-foot multi-use trail which runs throughout the project site and connects to San Fernando Road (refer to Figure 4). On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project will also have bike stations to promote onsite mobility. Further, the project site would be designed to allow for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle & tractor

trailer travel throughout the project site. The project would also provide two bus stops along North Hollywood Way and San Fernando Road to connect the project site to the City's alternative transportation system. Overall, the project would provide adequate pedestrian facilities and access to alternative transportation and would not conflict with applicable policies, plans, or programs related to pedestrian and alternative transportation. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Los Angeles County Airport Land Use Commission (LACALUC). 2013. Bob Hope Airport Influence Area Map. May 13. Accessed March 14, 2017. Available at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf

Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
17. Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The City has sent letters to California Native American tribes that have requested to be notified of projects within the City's jurisdiction inviting them to participate in government-to-government consultation pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52). The consultation process and results will be documented in the Draft EIR, which will identify tribal cultural resources within the project and surrounding area, should they exist. The Draft EIR will also evaluate the potential for implementation of the project to substantially change the significance of an identified tribal cultural resource and will include mitigation measures to reduce potential impacts to less than significant, if necessary.

b) **Potentially Significant Impact.** As indicated under (a), the City has sent letters to California Native American tribes to initiate consultation, and tribal cultural resources, should they be identified, will be addressed in the Draft EIR.

Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. 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?	☒	☐	☐	☐
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?	☐	☐	☒	☐

Discussion

a) **Potentially Significant Impact.** Wastewater service is provided by the City of Burbank's existing wastewater system, which is comprised of three types of facilities: gravity collection pipelines, wastewater pump stations, and a water reclamation plant (City of Burbank 2013). The majority of the City's wastewater is treated at the Burbank Wastewater Reclamation Plant (City of Burbank 2013). The proposed project would be served by the existing public sewer mains in Kenwood Street and Hollywood Way, which are gravity collection pipelines. The project would increase the amount of wastewater generated onsite. A Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. The Draft EIR will summarize the findings of the Sewer Capacity Study and will evaluate the potential for the project to comply with the wastewater treatment requirements of the RWQCB.

b) P**otentially Significant Impact.** The proposed project would introduce new land uses to a currently vacant site. The project would be required to include efficient water-conserving fixtures thereby reducing wastewater generation pursuant to Senate Bill 407 [2009] (Civil Code § 1101.1 et seq.). Although the project will be required to install efficient water-conserving fixtures and thereby reduce the generation of wastewater, the project is anticipated to increase the demand for water and wastewater treatment services.

As stated above**,** a Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. Thus, an evaluation of the existing water and sewer infrastructure will be addressed in the Draft EIR to determine whether existing water and wastewater treatment facilities are adequate to serve the project, or if new or expanded facilities would be necessary.

c) **Potentially Significant Impact.** Similar to the existing conditions on the project site, the proposed project is expected to be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could result in an alteration of stormwater runoff to the existing system. Once construction of the project is complete, the site would include additional impervious surfaces and uses, which could discharge stormwater pollutants and/or sediment into the existing storm drain system. Therefore, the project could result in short and long-term impacts on the existing storm drain system. These impacts will be analyzed and discussed in the Draft EIR.

d) **Potentially Significant Impact.** Burbank's potable water is supplied by a combination of water imported by the Metropolitan Water District of Southern California from the State Water Project and the Colorado River and groundwater from local wells (City of Burbank 2013). Construction of the proposed project would use water for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities. Typically, the majority of water use during construction is associated with dust suppression during grading or trenching, which is generally performed by water trucks. Water usage during construction would be temporary and not substantial and would not exceed the existing supply. Therefore, water use during construction activities are expected to be less than significant and will not be further addressed in the EIR.

However, operation of the proposed project, which would introduce a new 166-room hotel as well as creative office, creative industrial, and retail uses to the site, which would introduce new of guests and employees to the site. Therefore, the proposed project would increase the demand for water. A water supply assessment will be required to determine the level of increase in long-term water demand and if sufficient supplies are available from existing entitlements and resources. These impacts will be analyzed and discussed in the Draft EIR.

e) **Potentially Significant Impact.** The proposed project would construct a 166-room hotel and introduce commercial, industrial, and retail uses to the site which would result in a substantial increase of guests and employees present onsite. As stated above, due to the introduction of guests and employees to the project site, wastewater generated from the project site would increase. A Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. The Draft EIR will summarize the findings of the Sewer Capacity Study and will analyze the potential impacts associated with project wastewater generation and wastewater treatment capacity in the region.

f) **Potentially Significant Impact.** According to the City's General Plan, the City owns and operates the Burbank Landfill and the Burbank Recycling Center, which has an anticipated closure date of 2053 (City of Burbank 2013). Construction of the proposed project would generate solid waste, including construction debris. The materials to be removed would be disposed of at either the Burbank Landfill or Burbank Recycling Center, depending on the material, as both are equipped to handle construction debris in a timely manner and in accordance with all applicable laws and regulations. The removal of construction debris would be temporary. The proposed project would construct a 166-room hotel and introduce commercial, industrial, and retail uses to the site which would result in a substantial increase of guests and employees present onsite. With implementation of the project, the generation of **s**olid waste on the project site would increase. Therefore, the Draft EIR will analyze waste generated by the project and will discuss existing and planned solid waste disposal capacity for the region.

g) **Less Than Significant Impact.** The proposed project would be required to comply with all applicable federal, state, and local regulations pertaining to solid waste disposal. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, the project would be required to comply with all applicable federal, state, and local regulations related to solid waste and impacts would be less than significant. This issue will not be further evaluated in the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
19. 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 cumulatively considerable? ("Cumulatively 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?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** As stated above in Biological Resources, the project site is located in a developed area of the City and is developed with parking lots and paved with asphalt pavement. There are areas that are unpaved; however, they are remnant areas from previous demolition. There are no existing biological resources present onsite. Implementation of the proposed project would not substantially reduce biological resources or habitat which supports fish or wildlife species or cause the decline in a species population. No impacts related to biological resources would occur with development of the project.

As discussed above in Cultural Resources, construction activities, such as trenching or excavation, for the project have the potential for the inadvertent discovery of historical, archaeological, and paleontological resources which could be present within the soils of the project site. Further, ground-disturbing activities associated with construction of the project have the potential to inadvertently damaged human remains, which could be present under the project site. Therefore, impacts related to cultural resources could be potentially significant and will be further evaluated within the Draft EIR.

b) **Potentially Significant Impact.** The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. A list of the related projects or growth projections will be developed for the Draft EIR. The potential for the proposed project in conjunction with

the related projects and their cumulative contributions to environmental impacts will be evaluated in the Draft EIR. The cumulative impacts addressed in the Draft EIR will be the same as the individual resource areas which will be evaluated in the Draft EIR, which include aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and land use planning, noise, population and housing, public services, transportation and traffic, and utilities and service systems. The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR.

The proposed project would not result in a cumulatively considerable contribution or result in a less than cumulatively considerable contribution to the environmental resource areas and specific environmental issues which require no further analysis in the EIR (information is provided above for each topic). The environmental resources areas which will not be further evaluated within the Draft EIR include:

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Recreation

The specific environmental issues that were found to have no impact or less than significant impacts include the following:

- Aesthetics – scenic vistas and scenic resources within a state scenic highway
- Geology and Soils – fault rupture, landslides, and soils incapable of supporting septic tanks
- Hazards and Hazardous Materials – hazardous emissions within one-quarter of a mile of a school, air safety hazards associated with private airports, and exposure of structures to wildland fires
- Hydrology and Water Quality – flood hazards within the 100-year floodplain, dam inundation, inundation from tsunami, seiche, or mudflow
- Land Use and Land Use Planning – division of an established community, and conflict with a habitat conservation plan or natural community conservation plan
- Noise – excessive private airport noise
- Population and Housing – displacement of housing, and displacement of people requiring replacement housing
- Transportation and Traffic – conflict with an adopted alternative transportation policy, plan or program
- Utilities and Service Systems – solid waste regulations

c) **Potentially Significant Impact.** Potentially significant impacts to the following resources may have potential to cause substantial adverse effects on human beings: aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and housing, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Impacts to each of these resources will be analyzed further in the Draft EIR.
