
Bob Hope Airport

Final Initial Study and Mitigated Negative Declaration for the Regional Intermodal Transportation Center at Bob Hope Airport

Part 2 – Responses to Comments and Corrections and Additions

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

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1.0 Responses to Comments on the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport

1.1 Introduction

This chapter includes all the comments on the IS/MND received during the public review period and the prepared responses to these comments. A total of eight comment letters were received. The comment letters are labeled A through H and are arranged according to the date they were written with the exception of Comment Letter H, which was received as an attachment to Comment Letter G, written at a later date.

1.2 Letter A, California Public Utilities Commission, Rosa Muñoz, Utilities Engineer, October 19, 2009

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

October 19, 2009

RECEIVED

OCT 21 2009

BURBANK-GLENDALE-PASADENA
AIRPORT AUTHORITYDan Feger, P.E.
Burbank-Pasadena-Glendale Airport
2627 Hollywood Way
Burbank, CA 91505

Dear Mr. Feger:

Re: SCH# 2009091096; Regional Intermodal Transportation Center at Bob Hope Airport

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

A1

The Commission's Rail Crossing Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mitigated Negative Declaration* from the State Clearinghouse for the Regional Intermodal Transportation Center (RITC) and has reviewed the document for impacts to railroad crossing safety. This letter summarizes our comments and concerns.

Phase 2 of the project proposes to build an "enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Bob Hope Airport Train Station." As confirmed by phone conversation on October 19, 2009, the project proposes to create a new grade separated pedestrian-rail crossing over the Southern California Regional Rail Authority (SCRRA) tracks and Empire Avenue. Currently, the SCRRA and the Union Pacific Railroad Company (UPRR) operate passenger trains and freight trains over this line respectively.

A2

The construction of a new pedestrian-rail crossing would require that the airport submit a formal application to the Commission. When phase 2 of the project is ready to start, the airport should arrange a meeting with RCES, SCRRA and UPRR to discuss relevant safety issues and the requirements of a request for a new crossing authorization.

If you have any questions, please contact Jose Pereyra, Utilities Engineer at 213-576-7083, jfp@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,



Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

1.3 Responses to Comments: Letter A, California Public Utilities Commission, Rosa Muñoz, Utilities Engineer, October 19, 2009

Response to Comment A1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment A2

The comment is noted. As the comment does not raise an environmental issue related to the Draft IS/MND, no further response is required. The comment will be included as part of the record and will be available to the Airport Authority and to the general public prior to approval of the Final IS/MND.

**1.4 Letter B, Metropolitan Transportation Authority, Susan F. Chapman,
Program Manager, October 20, 2009**



Metro

October 20, 2009

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

RECEIVED

OCT 23 2009

BURBANK-GLENDALE-PASADENA
AIRPORT AUTHORITY

Dear Mr. Feger:

B1

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Notice of Intent to adopt a Mitigated Negative Declaration for the Regional Intermodal Transportation Center (RITC) at Bob Hope Airport. This letter conveys recommendations concerning issues that are germane to Metro's statutory responsibilities in relation to the proposed project.

B2

1. The San Fernando Valley service sector should be contacted regarding Metro Bus circulation routes and passenger loading areas within the transit center. Michael Brewer, Service Development Manager, can be reached at 818-701-2820. A summary of concerns and bus operational requirements are listed below:

B3

- Metro supports the planned construction of 14 bus bays at the Burbank Airport RITC. We believe fourteen bus bays are sufficient to meet bus zone and layover requirements for Metro, Burbank Bus and Airport Shuttle services.

B4

- Metro requests that bus zones and roadways accommodate the operation of 45 and 65 foot Metro buses. If you desire, we will review your detailed drawings to ensure lane widths for circulation and turn radii are adequate to accommodate bus turning movements.

B5

- Burbank Airport should consider street level access for transit vehicles to minimize impacts on bus run times and service delays that may occur while traveling through the RITC. To assist you in evaluating the above grade transit center option, Metro staff will send you bus weight information and slope grading restrictions for ramp construction. This information should be helpful in determining building strength requirements and construction costs.

B6

- Consider the provision of dedicated lanes which are advantageous for transit vehicles and shuttle buses to avoid conflicts with automobiles.

B7

- Consider the provision of direct ingress / egress via Empire Avenue to avoid the requirement to double loop through the RITC.

B8

2. During construction, Metro bus service may be impacted by this project. The Metro Bus Operations Control Special Events Coordinator may be contacted at 213-922-4632 should you require assistance.

B8
cont.

If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan F. Chapman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Susan F. Chapman
Program Manager, Long Range Planning

cc: Michael Brewer
Martha Butler
Rex Gephart
Richard Hunt
Pete Serdienis
Carol Silver
Gary Spivack
Carl Torres

1.5 Responses to Comments: Letter B, Metropolitan Transportation Authority, Susan F. Chapman, Program Manager, October 20, 2009

Response to Comment B1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment B2

The comment is noted. As the comment does not raise an environmental issue related to the Draft IS/MND, no further response is required. The comment will be included as part of the record and will be available to the Airport Authority and to the general public prior to approval of the Final IS/MND.

Response to Comment B3

Please see the response to Comment B2.

Response to Comment B4

The comment is noted. The proposed Project is designed to accommodate the operation of 45- and 65-foot Metro buses. Adequate lane widths and turning radii appropriate for operation of these vehicles within the facility have been included in the Project design.

Response to Comment B5

The comment is noted. No direct street level access to the RITC is possible due to traffic design limitations associated with the Circulation Element of the City of Burbank's General Plan. Accordingly, this option will not be considered as part of the final Project design.

Response to Comment B6

The comment is noted. While the advantages of dedicated bus lanes are acknowledged, the addition of these facilities as part of the proposed Project is not currently planned.

Response to Comment B7

Please see the response to Comment B5.

Response to Comment B8

Please see the response to Comment B2.

1.6 Letter C, City of Burbank, Community Development Department, Greg Herrmann, Interim Community Development Director, October 21, 2009



CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT

275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

October 21, 2009

Letter C

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

**Re: Comments on Mitigated Negative Declaration for Bob Hope Airport
Regional Intermodal Transportation Center**

VIA ELECTRONIC MAIL TO DFEGER@BUR.ORG AND U.S. MAIL

Dear Mr. Feger:

C1 [As a responsible agency under the California Environmental Quality Act (CEQA), the City of Burbank respectfully submits the following comments on the draft Mitigated Negative Declaration (MND) prepared by the Burbank-Glendale-Pasadena Airport Authority for its proposed Regional Intermodal Transportation Center (RITC) project.

Project Description

C2 [**1.1, Page 3:** The project description includes a discussion of the physical improvements related to the construction of the RITC and related facilities. There is no discussion about any other facilities or projects planned by the Airport Authority that may result in cumulative environmental impacts with the proposed RITC project. If any other such projects are planned or reasonably foreseeable, they should be included in the project description and their potential cumulative impacts analyzed.

C3 [**2.2.1, Page 11:** Footnote 1 states that the proposed consolidated rental car facility would accommodate the four on-Airport rental car companies and two additional off-Airport rental car companies. No information is provided regarding these additional two companies, where their current facilities are located, and what portion of their operations will take place in the consolidated facility. For example, it is not clear whether the off-site companies would bring their office, ready/return, and quick turnaround (QTA) facilities on-site, or bring only the office and ready/return functions on-site and maintain existing off-site QTA facilities.

If the off-site companies are known and will be vacating some or all of their current off-Airport locations, the potential re-use of these off-Airport properties should be discussed in the project description and analyzed in the MND. If construction of the proposed facility would facilitate the re-use of off-Airport properties, their re-use should be considered part of the project.

C4 [Also, the project description does not indicate whether the consolidation of on-Airport rental car companies would include changes to, or removal of, the existing rental car company counters and offices inside Terminal B. If any changes to the terminal would result from construction of the

Mr. Dan Feger
October 21, 2009
Page 2

C4 cont. consolidated rental car facility, such changes should be included in the project description and analyzed as appropriate.

C5 2.2.3, Page 13: The MND states that the Development Agreement between the City and the Authority allows the Authority to use “any or all” of the parking spaces on the A-1 site for either valet or self-parking. The City notes that condition of approval no. 3 of Planned Development No. 2004-169 provides for the division of the A-1 property into four “zones” as identified by the Authority in its Planned Development application, and restricts the use of zone 1 (generally consisting of the western half of the A-1 site) to valet parking only. If the Authority desires flexibility to use this area for self-parking, this request should be included as part of the forthcoming Planned Development amendment application.

C6 Table II-1, Page 13: Table II-1 provides the existing and proposed numbers of valet and self-park parking spaces. Based upon the stated replacement of 189 parking spaces and repurposing of 195 parking spaces, the math in this table appears incorrect. Please clarify and confirm the parking numbers.

C7 2.2.6, Page 15: The MND states that operation and maintenance of the existing bus stop at the train station, as well as approximately 50 parking spaces, would be transferred to the City. The City notes that while not opposed to these suggested transfers of responsibility, the City has not yet agreed to such a transfer. Further, the City notes that a greater number of spaces may be needed to meet the current and future parking demands for the train station.

C8 2.2.7, Page 15: The MND states that the conversion of a portion of the existing rental car ready/return lot to airfield use “would not represent any change in capacity or capability at the Airport.” However it is not clear whether this area could be made available for additional aircraft parking or other such use that may enhance airport operations and lead to other environmental impacts. The project description should clarify specifically how this area will be utilized, in addition to the existing reference to FAA regulations.

Aesthetics/Visual Quality

C9 Page 26: The MND states that “adoption of the Part 77 standards by the City of Burbank would result in ensuring that only projects that are not hazards to navigation would be built near the Airport.” In conjunction with the Development Agreement in 2005, the City Council adopted an ordinance that established an FAA Filing Requirement Map that requires project applicants to file their proposed project with the FAA depending upon the height and location of the project. The City has no plans to amend this ordinance or adopt any additional requirements related to Part 77, so it is not clear what is meant by this statement.

Air Quality

C10 cont. Pages 28-29: The air quality analysis relies heavily on the study that was performed in conjunction with the Mitigated Negative Declaration prepared for the 2005 Development Agreement. Further explanation should be provided as to why the Authority believes it is appropriate to rely upon the prior study, since the proposed project includes components that were not part of what was analyzed in 2005. Further, it should be clarified whether there may be any cumulative air quality impacts

Mr. Dan Feger
 October 21, 2009
 Page 3

C10 cont. today that would not have been analyzed in 2005 given the distinction between this project and the project analyzed in 2005 and the time lapse between the 2005 analysis and today.

Geology and Soils

C11 **Page 33:** The code reference under item (d) of the Geology and Soils matrix should be updated to refer to the definition of expansive soil in California Building Code (CBC) Section 1802.3.2. The Uniform Building Code (UBC) is defunct.

C12 **Page 34:** The discussion about the CBC in item (a) should be revised to read “would be designed and constructed in conformance with all applicable Building Code standards for Site Class D and Seismic Design Category D or E minimum levels of seismic risk” rather than “Zone VI levels.”

Greenhouse Gas Emissions

C13 **Page 35:** The MND makes generalized statements about potential greenhouse gas emissions impacts and includes only a qualitative analysis. The Airport Authority should include a quantitative analysis to the extent possible; or if a quantitative analysis is not possible, explain why.

Noise

C14 **Pages 44-45 (also referenced in Mitigation Measure #4):** The City notes that any construction work authorized by a building permit is limited to following hours Citywide:

Monday through Friday	7:00 am to 7:00 pm
Saturday	8:00 am to 5:00 pm
Sunday & City Holidays	Not allowed

Exceptions to these hours may be granted for extraordinary conditions that warrant special consideration by submitting a written request to the Building Division.

Traffic/Transportation

C15 **Appendix B, Pages 13 and 20:** Table 3 of the traffic study (Appendix B, page 13) references current passenger data for 2008 which is referred to as “airport passenger data” and includes both enplaned and deplaned passengers. These numbers appear to correspond with Million Annual Passengers (MAP). However, Table 9 (Appendix B, page 20) refers to historic and forecasted “Origin and Destination” passengers. These numbers are substantially lower than the numbers shown in Table 3. Further, the footnote indicates that the numbers in Table 9 are based on U.S. Department of Transportation forecasts rather than the Airport Authority’s own data like the numbers in Table 3. Since the Origin and Destination data in Table 9 is used as the basis for projecting Airport passenger vehicle traffic increases between 2009 and 2012, the City believes that it would be appropriate to reconcile these two sets of numbers and explain why they are different and why the Origin and Destination data are used for forecasting.

Mr. Dan Feger
October 21, 2009
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Mitigation Measures

C16

Pages 55-56: The City recommends that the following requirement be added to Mitigation Measure #2 to ensure that the impacts are mitigated to the maximum extent possible: Contractors shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) issued by the Regional Water Quality Control Board as required under the City's National Pollutant Discharge Elimination System (NPDES) permit. This plan includes implementation of Best Management Practices during the construction period and post-construction for sediment control, erosion control, and general site management.

C17

The City thanks the Airport Authority in advance for its attention to these comments. If you have any questions or concerns, please contact Deputy City Planner Michael Forbes at (818) 238-5250.

Sincerely,
Community Development Department



Greg Herrmann
Interim Community Development Director

cc: Honorable Mayor and Members of the City Council
Michael Flad, City Manager
Dennis Barlow, City Attorney

1.7 Responses to Comments: Letter C, City of Burbank, Community Development Department, Greg Herrmann, Interim Community Development Director, October 21, 2009

Response to Comment C1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment C2

The comment is noted. The IS/MND documents potential environmental effects associated with both the construction and operation of the RITC. The Airport Authority currently has no plans, nor are there any reasonably foreseeable, to develop any other projects at the Airport during the construction of the Project. Furthermore, all projects at the Airport that are currently under development would be completed prior to the commencement of the proposed Project. Therefore, there is no potential for cumulative environmental impacts arising as a result of multiple projects being developed at the Airport at the same time. Regardless, the Project description has been amended to clarify this point. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Further, it is documented that overall, operational impacts would likely be reduced at the Airport as a result of the implementation of the Project, particularly in terms of vehicle miles traveled and the associated reduction of air pollutant emissions. One traffic impact at one intersection was identified and would be eliminated through proposed mitigation. The Assessment of traffic impacts included increases in background (non-Airport) traffic as estimated and provided by the City of Burbank. Therefore, there are no cumulatively considerable impacts associated with the operation of the RITC.

Response to Comment C3

Upon completion of the proposed Project, all on-Airport rental car companies currently operating at the Airport would be expected to relocate to the RITC. This relocation would include company offices, customer service counters, ready/return, and quick turnaround facilities. Those rental car companies that operate entirely off-Airport would not be included in the relocation to the RITC.

As regards the properties currently occupied by the off-Airport rental car companies, there are no plans, nor are there any reasonably foreseeable, to redevelop these properties. At this time it would be unreasonable and speculative to identify any future uses for these properties or any potential environmental impacts that may arise from their use. Regardless, redevelopment of those properties is not a component of the proposed Project and further evaluation of their future disposition would be the responsibility of the developing party and would be inappropriate at this time.

Response to Comment C4

The comment is noted. Although rental car company operations will be consolidated in the RITC, including relocation of the existing customer service counters, there will be no change in the allocation of existing public space in Terminal B. The counters in Terminal B currently used by the

rental car companies will remain in place and there are no plans for their removal or conversion to space useable by the public. This clarification has been added to the Project description. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C5

The Airport Authority has no plans, nor are any foreseeable, to convert the valet parking spaces in Zone 1 of the A1 Property to self-parking spaces. Therefore, no amendment to the Planned Development application as it relates to this issue is required.

Response to Comment C6

The comment is noted. The total numbers of parking spaces reported in Table II-1 are correct. As currently planned, the replacement parking structure included as part of the proposed Project will include approximately 321 valet parking spaces to account for spaces displaced for the construction of the RITC building. (As described in Section 2.2.3 of the IS/MND, the Authority proposes to replace parking spaces displaced by the RITC on a one-for-one basis. Consequently, the final number of spaces to be provided in the replacement structure will be determined by the final number of parking spaces displaced by the construction of the RITC building.) A total of 195 parking spaces are currently available in what is referred to as the flip lot, which at this time can be used for either valet or self parking. As a part of the implementation of the Project, the 195 spaces in the flip lot will be dedicated to self parking. Table II-1 has been amended to reflect this distribution of parking spaces. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C7

The comment is noted. Transfer of authority over the proposed parking spaces at the Train Station will be determined at a future time.

It is important to note that while a higher number of parking spaces may be desirable, the current configuration of existing parking spaces does not currently conform to the City's parking regulations. Under the City's regulations, approximately 95 parking spaces would be allowed on this property (rather than the approximately 120 spaces currently available to the general public) due to setback and landscaping requirements as well as provisions for space to accommodate disabled drivers.

Response to Comment C8

The comment is noted. The FAA defines the runway safety area (RSA) as a surface surrounding a runway prepared for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. As the RSA must be kept free of obstructions to serve its purpose of protecting aircraft, it cannot be made available for additional aircraft parking or other uses that "may enhance airport operations" as indicated in the comment. The removal of the existing rental car ready/return lot and conversion of part of this area for use as RSA will not affect the runway's capacity in any way. The Project description has been amended to reflect this clarification.

Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C9

The comment is noted. The intent was to clarify that the Project will conform to the City's ordinance. The text of the IS/MND has been amended to remove the language from the IS/MND to eliminate any confusion. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C10

As the proposed Project would result in a net reduction of rental car trips on area roads compared to what was assessed in the environmental documentation prepared in support of the 2005 Development Agreement, representing an overall reduction in emissions, it was appropriate to rely upon the air quality assessment included in that document. For purposes of the proposed Project, air quality impacts that might arise due to Project construction were assessed in a supplemental analysis and included as Appendix A to the IS/MND.

As regards the potential for cumulative impacts, please see the response to Comment C2.

Response to Comment C11

The comment is noted. The text of the IS/MND has been corrected to refer to the definition of expansive soil as included in the California Building Code. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C12

The comment is noted. The text of the IS/MND has been revised to reflect the correct language as included in the California Building Code. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C13

At this point in time, no significance thresholds for greenhouse gases have been adopted by the South Coast Air Quality Management District or the City of Burbank. Therefore, a quantitative determination of any significant impact arising from greenhouse gas emissions is not possible. Regardless, the proposed Project would result in a reduction in the number of automobile trips generated, including a corresponding reduction in any greenhouse gas emissions. Accordingly, a quantitative analysis of greenhouse gas emissions is not warranted.

Response to Comment C14

The Airport Authority will seek a waiver of the requirements of the City of Burbank's noise ordinance to allow construction related activities (other than pile driving) to occur outside of the hours listed in the comment. A waiver will be sought to reduce traffic impacts associated with construction vehicles and to avoid on-Airport traffic congestion during regular Airport operating hours.

Response to Comment C15

The comment is noted. The text in Appendix B has been amended to reconcile the two sets of numbers and to provide the requested explanations. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C16

The comment is noted. Mitigation Measure #2 has been amended to reflect the suggested language in so much as it does not violate agreements between the Airport Authority and the Los Angeles Regional Water Quality Control Board regarding infiltration of site runoff into groundwater in the proposed Project area. Please see **Chapter 2.0, Corrections and Additions on to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport.**

Response to Comment C17

The comment is the letter closure. No further response is required.

1.8 Letter D, Southern California Regional Rail Authority (Metrolink), David Solow, Chief Executive Officer, October 22, 2009

October 22, 2009

Mr. Dan Feger, P.E.
Executive Director
Burbank Glendale Pasadena Airport Authority
2627 Hollywood Way
Burbank CA 91505

Subject: NOI for Mitigated Neg. Dec. for Regional Intermodal Transportation Center at Bob Hope Airport

Dear Mr. Feger,

D1 [The Southern California Regional Rail Authority (SCRRA) received a copy of the NOI to adopt a Mitigated Negative Declaration for the proposed transportation center at the Bob Hope Airport. Thank you for providing this copy and the opportunity to comment on this document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (MTA), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

In the project area, the railroad tracks on which Metrolink operates are owned by the LACMTA and the Union Pacific Railway. The station improvements/platforms are owned by Caltrans. SCRRA operates Metrolink's Ventura County Line and the LA/Burbank/Bob Hope Airport service through the station and project area.

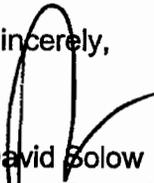
The SCRRA offers the following comments for the City's consideration in development of the project:

D2 [1. The SCRRA supports the inclusion of a pedestrian overcrossing from the transportation center to both of the train station platforms, and requests that the project plan include the subsequent removal of the existing at-grade pedestrian crossing once the overcrossings are completed as an important safety enhancement. Additionally, the project should delineate the on-going maintenance and operational responsibilities of the pedestrian overcrossing structure and elevators.

D3 [2. The MND shows a traffic impact at the Clybourne Avenue grade crossing (CPUC No. VE 460.20). As part of the project, it is recommended that this grade crossing be upgraded to meet current SCRRA standards, and a new mitigation measure to accomplish this be added to the MND. A copy of the current grade crossing guidelines is available at: www.metrolinktrains.com/pub_projects/?id=3

- D4 [3. The transportation center design should include a kiss-and-ride/shuttle drop off area separate from the on-street parking area.
- D5 [4. The current diagonal parking adjacent to the station provides approximately 120 spaces. The MND states that as part of the project, 50 spaces for the train station would be provided. SCRRA recommends that the project provide at a minimum an equivalent 120 spaces for train station parking.
- D6 [5. Please note also that the configuration and location of the platforms, tracks, track alignment/spacing, existing pedestrian crossings, signals, etc. could undergo minor to moderate changes over the next few years and the design of any facilities (columns, access, parking etc.) within 20 feet of outer edge of the platforms and over the railroad should be coordinated with SCRRA.
- D7 [Thank you for the opportunity to participate in this project and we look forward to working with the airport authority and the city on successfully implementing and sustaining a viable multi-modal transportation center. Should you have any questions or need additional information, please contact Elizabeth Mahoney, Government and Regulatory Affairs Manager at (213) 452-0259 or mahoneye@scrra.net.

Sincerely,


David Bolow
Chief Executive Officer

c. LACMTA
UP
CPUC

1.9 Responses to Comments: Letter D, Southern California Regional Rail Authority (Metrolink), David Solow, Chief Executive Officer, October 22, 2009

Response to Comment D1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment D2

The comment is noted. Removal of the pedestrian crosswalk is not a component of the proposed Project and will not be included. Delineation of the on-going maintenance and operational responsibilities of the pedestrian bridge and related Phase 2 facilities will be determined at the time that development of Phase 2 commences.

Response to Comment D3

The commenter is mistaken. The traffic study conducted in support of the IS/MND does not indicate any traffic impacts at the Clybourn Avenue grade crossing. The sole traffic impact identified is at the intersection of North Avon Street and Empire Avenue and the associated mitigation has been identified.

Response to Comment D4

The comment is noted. A kiss-and-ride/shuttle drop off area already exists at the Airport. No replacement or additional facilities will be added to the proposed Project.

Response to Comment D5

The current number of existing parking spaces does not currently conform to the City's parking regulations. Under the City of Burbank's regulations, approximately 95 parking spaces (rather than the approximately 120 spaces currently available to the general public) would be allowed on this property due to setback and landscaping requirements as well as provisions for space to accommodate disabled drivers. Therefore the 120 parking spaces requested by the commenter cannot be provided.

Response to Comment D6

The comment is noted. The Airport Authority will coordinate with the SCRAA over any project component that would directly impact the SCRAA right of way.

Response to Comment D7

The comment is the letter closure. No further response is required.

1.10 Letter E, Union Pacific Railroad Company, Patrick R. McGill, Senior Counsel – Real Estate, October 23, 2009



Letter E
Patrick R. McGill
Senior Counsel - Real Estate

October 23, 2009

VIA FACSIMILE 818-557-0263

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

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for the
Regional Intermodal Transportation Center at Bob Hope Airport ("Project")

Dear Mr. Feger:

E1 [Union Pacific Railroad Company ("UP") provides this letter in response to the
notice of the above Project. UP has main line rail track in this area. Accordingly, UP wishes to
raise the following issues.

E2 [Development near the UP main line can negatively impact freight rail service and
create unintended consequences that are in neither UP's nor the public's best interests, including
land use conflicts due to the nature of rail operations that may cause mechanical odor, noise and
vibration. Also, the development may attract more cars and pedestrians to the areas around UP
lines, and people may trespass onto the railroad right of way as well.

E3 [In addition to the obvious safety concerns of which UP remains vigilantly aware,
these factors also have the result that trains may be forced to proceed more slowly, and/or to
make more frequent emergency stops, which makes rail service less effective and efficient. In
the event of train slow-downs or stoppages, train cars may be forced to block at-grade roadway
intersections, causing traffic disruptions.

E4 [UP requests that you analyze and seek to mitigate the impacts that the Project will
have on the UP main line and rail service by requiring appropriate mitigation measures. Possible
mitigation measures that should be provided include sound walls, setbacks, fences and other
barriers, public education and disclosure. To the extent the Initial Study is premised upon UP's
willingness to sell UP's property to the Burbank-Glendale-Pasadena Airport Authority, such

E5

Initial Study is not reliable and should be corrected to analyze the impact of the Project without inclusion of UP property. UP does not waive any rights of UP with respect to UP's property.

Please give notice to UP of all future hearings and other matters with respect to Newark as follows:

Mr. Garry Malmberg
Senior Manager - Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, Nebraska 68179-1580

E6

With a copy to:

Ms. Donna Coltrane
Union Pacific Railroad Company
1400 Douglas Street - STOP 1580
Omaha, Nebraska 68179-1580

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,

Patrick R. McGill
Senior Counsel - Real Estate
Union Pacific Railroad Company

cc: Mr. Garry Malmberg
Union Pacific Railroad Company

**1.11 Responses to Comments: Letter E, Union Pacific Railroad Company,
Patrick R. McGill, Senior Counsel – Real Estate, October 23, 2009**

Response to Comment E1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment E2

The commenters concerns are duly noted. The proposed Project will reduce accessibility to the parking lot and reduce the number of parking spaces. Therefore, the potential for more pedestrians and cars to gather about the Union Pacific right of way will be reduced as a result of implementation of the proposed Project. Furthermore, as access to the train station will eventually be provided via an overhead pedestrian walkway constructed as part of Phase 2, safer access to the train station will be provided, limiting the potential for increased incursions into the Union Pacific right of way by pedestrians.

Response to Comment E3

Please see the response to Comment E2.

Response to Comment E4

The proposed Project will have no impacts on the Union Pacific right of way. Therefore, no further analysis or associated mitigation is required.

Response to Comment E5

The comment is noted. The Initial Study is not premised upon Union Pacific's willingness to sell Union Pacific's property to the Authority. Moreover, the proposed Project is for a public use, is being planned and located in the manner that will be most compatible with the greatest public good and the least private injury, and the public interest and necessity require the proposed Project. The property rights needed for the proposed Project will be acquired in compliance with applicable laws.

Response to Comment E6

The comment is the letter closure. No further response is required.

1.12 Letter F, David W. Gordon, O.D., October 23, 2009



CITY HALL (818) 238-5750
FAX (818) 238-5757
E-MAIL: dgordon@ci.burbank.ca.us
david_gordon@pacbell.net

Letter F

DAVID W. GORDON, O.D.
Council Member

CITY OF BURBANK

275 EAST OLIVE AVENUE
BURBANK, CA 91602

October 23, 2009

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

Re: Comments on Mitigated Negative Declaration for Bob Hope Airport
Regional Intermodal Transportation Center

VIA HAND DELIVERY

Dear Mr. Feger:

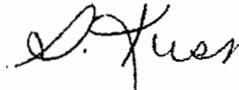
Pleased find attached the following documents submitted for consideration and comment by the Airport Authority acting as the Lead Agency for this Mitigated Negative Declaration.

1. Four page questions & comments;
2. Exhibit-A: Burbank City Council Agenda of January 18, 2005
(Airport Development Agreement and Related Actions)
3. Exhibit-B: Minutes of the Burbank City Council for July 25, 2006;
(Mr. Wiggins reporting on the Airport Authority meeting of July 24, 2006)

Please Note: All comments, notes, and questions contained in this letter represent those of David Gordon an individual and do not necessarily reflect the views, comments, or opinions of any other group, body, or individual, or of any other individual member(s), or the official position, of the Burbank City Council, or of the City of Burbank.

Thank you,


David Gordon

received 10/23/09
8:55 AM


F1

Burbank Airport Authority Acting as the Lead Agency

for the proposed

**Regional Intermodal Transit Center (RITC) Project
Burbank's Bob Hope Airport**

Re: Mitigated Negative Declaration

**Questions & Comments Submitted by
David Gordon, Member, Burbank City Council**

October 23, 2009

F2

Please Note: All comments, notes, and questions contained in this letter represent those of David Gordon an individual and do not necessarily reflect the views, comments, or opinions of any other group, body, or individual, or of any other individual member(s), or the official position, of the Burbank City Council, or of the City of Burbank.

F3

1. Reference is made in the project description to "conversion of the rental car ready/return area to airfield use ('Runway Safety Area')." *To what degree does this alteration affect runway capacity, or in any way allow for future airport terminal expansion?*

F4

2. *What relationship does the proposed project have on other related airport improvement(s)?*

F5

3. *Is the proposed project growth inducing with regards to development of other airport facilities?*

F6

4. *What is the interrelationship between the proposed RITC and Section 3.7 on page 19 of the Development Agreement that indicates No New Terminal will be planned for within the 10-year time frame?*

F7

5. The Development Agreement was signed by all parties on March 15, 2005, and became effective on that same date as indicated in Section 2.2 of the Development Agreement. Section 4.2 on page 24 of the Development Agreement describes establishment of an "Airport Working Land Use Group." Section 4.2 C-1 indicates that during the first 5-years after the effective date of the Development Agreement the Airport Working Land Use Group (AWLUG) is to evaluate the success of the Agreement. Section 4.2 C-2 indicates that during the second 5-years "...the City Manager and the Executive Director may request that the AWLUG begin exploring extensions or modifications to the Agreement returning to pre-agreement status quo, adoption of master plans, specific plans, comprehensive plans, or rezoning or all or a portion of the property (hereafter referred to as 'Future land use options')." *What, if anything, has taken place within the context of the provision of Section 4.2 C 1&2, and specifically if an Airport Working Land Use Group has been formed, and if so, what has been discussed to-date?*

F8

6. I have submitted into the record for the purpose of reference and response the entire City Council Agenda of January 18, 2005, with a request that particular attention be paid to Item #2: Airport Development Agreement and Related Actions beginning on page #2 through page #16 ending prior to the beginning of the City Attorney's report on closed session for that meeting. I am requesting that the Airport Authority, acting as the Lead Agency, address each element of the Airport Development Agreement listed in City Council Agenda Item #2 from the attached City Council Agenda of January 18, 2005, for potential or reasonably foreseeable impacts that in any way relate or pertain, or may relate or pertain, to the current transportation center project either directly, indirectly, or cumulatively.

F9

7. P. 13, Initial Study & MND for the RITC at the Bob Hope Airport:
Table II-1: Indicates that the current allocation of Self-Parking and Valet Parking within the A-1 North Property as follows: Existing: Valet – 1,477; Proposed: Valet – 1672; Existing: Self-Parking – 1,044; Proposed: Self-Parking – 849. *Was any analysis done on the impacts relating to the shifting mode of vehicular parking from Self-Parking to Valet in the North A-1 location? Was any analysis done of Airport passenger parking regarding displacement of Self-Parking spaces from the A-1 North location to other on-Airport or off-site more remote parking locations? Has any assessment been made of the impacts reduced numbers of self-park spaces in favor of valet will have on reduced mobility passengers such as seniors and the disabled?*

F10

8. P. 28, Initial Study & MND for the RITC at the Bob Hope Airport:
"Discussion: (a, b) The air quality analysis conducted in support of the Initial Study for the Development Agreement, accounted for a number of development projects at the Airport, some of which are associated with the proposed Project." Which development projects at the Airport are associated with the proposed Project?

F11

9. P. 28, Initial Study & MND for the RITC at the Bob Hope Airport:
"The proposed Project would provide for an intermodal link of public bus and rail services with the Airport and would lead to an overall reduction in the number of automobile trips currently conducted on local roads by rental car companies. It is assumed that these changes would lead to an overall reduction in the amount of emissions produced by the Airport." The proposed Project is both long term and regional in scope. What analysis, qualitative or quantitative, of regional traffic and air quality impacts was performed to reach the conclusion that any such impacts would remain below a level of significance? Was any Airport air quality baseline established to accurately quantify or predict potential or reasonably foreseeable impacts due to vehicular traffic? Was any quantitative baseline established to justify the assumption that air quality impacts would be overall reduced?

F12

10. Air Quality: *Was any quantitative baseline established to assess the impacts of Green House Gases (GHG) on the environment? If not, why not?*

11. The following questions relate to the City Council Minutes of July 25, 2006, Page 331, Item 406, appended herebelow. Within the Minutes' excerpted text, former Council member Jef Vander Borgh, "*noted receipt of an email regarding his inquiry about the status of the Airport Authority's response to the possibility of building a transit facility in connection with the Amtrak station via Federal funding.*" Then Council member Vander Borgh goes on to state, "*...that the correspondence indicated that the Authority would consider an amendment to the Development Agreement if other issues would be addressed as well.*"

VERBATIM EXCERPTS
FROM THE CITY COUNCIL MINUTES OF

TUESDAY, JULY 25, 2006

Commissioner Wiggins reporting on the Airport Authority meeting of July 24, 2006

A regular meeting of the Council of the City of Burbank was held in the Council Chamber of the City Hall, 275 East Olive Avenue, on the above date. The meeting was called to order at 6:38 p.m. by Mr. Campbell, Mayor.

F13 The regular meeting of the Council of the City of Burbank was reconvened at 6:38 p.m. by Mr. Campbell, Mayor.

Council Members Golonski, Gordon, Ramos, Vander Borgh and Campbell

Mr. Flad, Assistant City Manager; Mr. Barlow, City Attorney; and, Mrs. Campos, City Clerk.

Commissioner Wiggins reported on the Airport Authority meeting of July 24, 2006. He stated that the Authority awarded a ground lease in the amount of \$705,000 annually to Affordable Storage LLC for 15 acres of land on the north-east quadrant of the B6 Trust Property. He noted that the lease runs concurrently with the Development Agreement.

Mr. Vander Borgh noted receipt of *an email* regarding his inquiry about the status of the Airport Authority's response to the possibility of building a transit facility in connection with the Amtrak station via Federal funding. He noted that *the email* indicated that the Authority was interested but reluctant to proceed with such action as it would require an amendment to the Airport's Development Agreement with the City. He also stated that the correspondence indicated that *the Authority would consider an amendment to the Development Agreement if other issues would be addressed as well.* He noted his desire to avoid missing an opportunity for a transit facility that would allow buses to go in and out of the Airport without having to go around the entire Airport route and provide additional parking. He clarified that he would only reconsider the Development Agreement for that issue.

F14

12. **PLEASE NOTE:** I am hereby including as part of my submitted comments on the Airports RITC Project / Mitigated Negative Declaration, by reference, the complete written contents of the e-mail noted by former Council member Jef Vander Borgh included in the Excerpted City Council Minutes of July 25, 2006 referenced herein, as well as the preceding and following correspondence related thereto between Mr. Vander Borgh and the Airport Authority. I am hereby requesting that the Airport Authority include in its response to the following questions copies of this referenced correspondence between Mr. Vander Borgh and the Airport Authority in the interest of CEQA's requirement for clarity and transparency of actions, intentions, plans, and potential direct, indirect, or cumulatively significant environmental impacts the current project and related projects may create.

F15

13. *What "other issues" have been (or will be) discussed that have now caused the Airport to be willing to open the Airport Development Agreement for amendment at this time?*

F16

14. *Do/will any of these "other issues" referenced in the noted e-mail correspondence relate in any way to changes in use, intensity, or operations of existing or future development or facilities at, on, or within the vicinity of the Bob Hope Airport?*

F17

15. *Has anything changed legally or substantively with respect to the terms and conditions of the Airport Development Agreement or the Burbank Municipal Code that has alleviated the Airport Authority's prior "reluctance" to proceed with a transit facility in connection with the Amtrak station or invalidate its prior assertion to Mr. Vander Borgh that such action, "would require an amendment to the Airport's Development Agreement with the City."?*



COUNCIL AGENDA - CITY OF BURBANK
TUESDAY, JANUARY 18, 2005
5:00 P.M.

CITY COUNCIL CHAMBER – 275 EAST OLIVE AVENUE

This agenda contains a summary of each item of business which the Council may discuss or act on at this meeting. The complete staff report and all other written documentation relating to each item on this agenda are on file in the office of the City Clerk and the reference desks at the three libraries and are available for public inspection and review. If you have any question about any matter on the agenda, please call the office of the City Clerk at (818) 238-5851. This facility is disabled accessible. Auxiliary aids and services are available for individuals with speech, vision or hearing impairments (48 hour notice is required). Please contact the ADA Coordinator at (818) 238-5021 voice or (818) 238-5035 TDD with questions or concerns.

CLOSED SESSION ORAL COMMUNICATIONS IN COUNCIL CHAMBER:

Comments by the public on Closed Session items only. These comments will be limited to three minutes.

For this segment, a PINK card must be completed and presented to the City Clerk.

CLOSED SESSION IN CITY HALL BASEMENT LUNCH ROOM/CONFERENCE ROOM:

- a. Conference with Legal Counsel – Anticipated Litigation (City as possible plaintiff):
Pursuant to Govt. Code §54956.9(c)
Number of potential case(s): 1
- b. Conference with Legal Counsel – Anticipated Litigation (City as potential defendant):
Pursuant to Govt. Code §54956.9(b)(1)
Number of potential case(s): 2
- c. Public Employee Performance Evaluation:
Pursuant to Govt. Code §54957
Title of Employee's Position: City Manager and City Attorney.

When the Council reconvenes in open session, the Council may make any required disclosures regarding actions taken in Closed Session or adopt any appropriate resolutions concerning these matters.

6:30 P.M.

INVOCATION:

The Courts have concluded that sectarian prayer as part of City

EXHIBIT - A

F18

Council meetings is not permitted under the Constitution.

FLAG SALUTE:

ROLL CALL:

ANNOUNCEMENT: WEDNESDAY NIGHT PRIME TIME PROGRAMS.

RECOGNITION: 5TH AND 6TH GRADE BOYS FLAG FOOTBALL.

COUNCIL COMMENTS: (Including reporting on Council Committee Assignments)

INTRODUCTION OF ADDITIONAL AGENDA ITEMS:

At this time additional items to be considered at this meeting may be introduced. As a general rule, the Council may not take action on any item which does not appear on this agenda. However, the Council may act if an emergency situation exists or if the Council finds that a need to take action arose subsequent to the posting of the agenda. Govt. Code §54954.2(b).

AIRPORT AUTHORITY MEETING REPORT:

1. AIRPORT AUTHORITY COMMISSIONER REPORT:

At the request of the Burbank representatives to the Airport Authority, an oral report will be made to the City Council following each meeting of the Authority.

The main focus of this report will be issues which were on the Airport Authority meeting agendas of December 20, 2004, January 3 and January 18, 2005. Other Airport-related issues may also be discussed during this presentation.

Recommendation:

Receive report.

6:30 P.M. PUBLIC HEARING:

2. AIRPORT DEVELOPMENT AGREEMENT AND RELATED ACTIONS:

On January 18, 2005, the City Council will hold a public hearing to consider adoption of a Development Agreement (Agreement) and related project approvals affecting development at the Bob Hope Airport. The report prepared by staff to analyze the proposed Agreement and related actions recommends that the Council approve the following:

F18
cont.

- 1) A Development Agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority (Authority), proprietor of the Bob Hope Airport (Airport);
- 2) A California Public Utilities Code (PUC) Section 21661.6 application, Planned Development, and Development Review to authorize acquisition by the Authority of a portion of the A-1 North site located at 2555 North Hollywood Way and use of the property for a surface parking lot, relocated Airport access road and related facilities;
- 3) PUC Section 21661.6 application and Planned Development to authorize use of a portion of the Airport Adjacent Property located at 2729 North Hollywood Way at the terminus of Winona Avenue as a surface parking lot;
- 4) Amendment to Title Transfer Agreements and related documents for Trust and Adjacent Properties;
- 5) A Zone Text Amendment to replace the existing Airport Approach Map with a proposed Federal Aviation Administration (FAA) Filing Requirement Map that would dictate when a proposed structure would be required to undergo FAA review based upon the height and location of the structure;
- 6) A Burbank Municipal Code (BMC) amendment to require noise attenuation measures for all new residential structures located within the 60 dB CNEL contour; and,
- 7) Issuance of bonds by the Authority for the purchase of the A-1 North property pursuant to the Tax and Equity Fiscal Responsibility Act of 1982 (TEFRA).

F18
cont.

AIRPORT ZONING AND DEVELOPMENT AGREEMENT HISTORY

In August 2002, the Council adopted an Interim Development Control Ordinance (IDCO) that restricted development in the Airport Zone and allowed only certain minor projects to go forward. The Council extended the IDCO as authorized by State law for a total of two years, expiring in August 2004. In adopting the IDCO, the Council directed staff to prepare a zoning amendment to establish development standards and other development controls for the Airport Zone.

In April 2004, at the direction of the Council, staff met with Authority staff to discuss and receive input on the proposed zoning amendments. At that meeting, Authority staff suggested that, as an alternative to the proposed zoning, the City and the Authority enter into a development agreement to address development at the Airport for a certain period of time. Staff continued discussions with the Authority to determine whether an agreement might be possible. Based upon direction from the Council, staff temporarily suspended work on the rezoning to pursue the Agreement. The general terms of the proposed Agreement were announced at the Council meeting of June 22, 2004.

DEVELOPMENT AGREEMENT

The proposed Agreement would regulate development at the Airport for a period of seven years and would prohibit pursuit and construction of a new passenger terminal for

a period of 10 years. The purpose of the Agreement is to provide greater certainty in relations between the City and the Authority and to provide a balance between projects that will meet the Authority's expected needs during the term of this Agreement and the desire to avoid projects that may adversely affect the City, its residents and property owners in the vicinity of the Airport. The most significant terms of the Agreement are as follows:

1. Vested Rights to Zoning: The Authority would receive vested rights to the current use and development standards of the Airport and M-2 zones, and certain other City laws for the seven-year term of the Agreement. This means that the zoning regulations in place at the time the Agreement is adopted will be locked in place for seven years as they apply to property that is subject to the Agreement, including portions of the Trust Property and the Airport parking lots located east of Hollywood Way.
2. Clarification of Airport Zone Uses: The Agreement memorializes an interpretation of the currently-permitted uses in the Airport Zone. The Agreement clarifies that uses such as aircraft hangars, air cargo facilities, emergency response facilities, airport-related parking, and car rental facilities are considered airport-related uses and permitted by right within the Airport Zone. Under the Agreement, such uses would not be subject to further City review or discretionary action.
3. Development Review Exemptions: Generally, all new or expanded building projects in the City are required to go through the Development Review process, but certain minor projects are exempt. The Agreement identifies nine types of projects considered exempt from Development Review. This means that during the seven-year term of the Agreement, any project that the Authority wishes to pursue that falls into one of the nine categories would not be required to go through the Development Review process.
4. Prohibitions on Development: The Authority would be prohibited under the Agreement from taking certain actions related to expanding the existing terminal and other Airport facilities, or building a new terminal. For the seven-year term of the Agreement, the Authority could not:
 - a. expand the square footage of the existing terminal building beyond its existing footprint except that the Authority may 1) enclose the existing covered Terminal A baggage claim area, 2) reconfigure internal terminal space, 3) remodel or re-face the exterior of the existing terminal building, 4) rebuild the terminal in the event it is destroyed by natural causes or an accident, or 5) provide additional terminal space if mandated by Federal law or directive;
 - b. increase the number of passenger gates above the 14 existing gates;
 - c. create any remote aircraft parking positions for commercial airline passengers above the 14 existing gates;
 - d. increase the cumulative gross square footage of Airport land area allocated for general aviation uses;

F18
cont.

- e. construct new buildings within the Building Restriction Line (except behind the existing terminal building); or,
- f. construct or provide parking facilities (other than employee parking) except where such parking already exists, as explicitly permitted by the Agreement, and on the Southwest Quadrant of the Airport beginning four years from the date the Authority begins using the A-1 North property.

For a period of 10 years from the effective date of the Agreement, the Authority could not take any of the following actions related to a new or relocated passenger terminal building:

- a. commence public review or publicly announce the intention to prepare any environmental document related to a plan or plans for a terminal building;
- b. submit applications for funding or permits for a terminal building to any local, State, or Federal agency; or
- c. take any action that would establish a deadline for the City to take public action or position on a plan for a terminal building.

In summary, the Authority could not publicly plan for or seek authorization to proceed with building a new passenger terminal for 10 years from the effective date of the Agreement.

5. Limitations on Parking: The parking modifications that would occur with the proposed Agreement would result in a net decrease of 316 parking spaces at and around the Airport. The following changes would occur in the number of passenger, employee and rental car spaces:

- Lot A and Adjacent Property: no change in passenger (self-park) spaces; increase of 385 employee spaces
- Trust Property: decrease of 1,265 passenger (valet) parking spaces; decrease of about 200 rental car spaces (elimination of all parking)
- A-1 North: increase of 764 passenger (valet and/or self-park) spaces
- Main Terminal Lots (south of Terminal A and east of Terminal B): no net change in total passenger and employee spaces
- Lot B and Lot C: no change in passenger (self-park) spaces
- Net Total: Decrease of 316 parking spaces

The number of parking spaces on the Adjacent Property (relocated Lot A) and the A-1 North property would be capped by the Agreement and related approvals. The elimination of all parking from the Trust Property would be permanent.

6. Limitations on Use of the B-6 Property: As noted above, the Authority would receive vested rights to the zoning on the B-6 Property. However, the Agreement provides that the property could not be used for any airport-related purposes (except for Parking Lot A), whether or not such uses would be permitted under the zoning. As noted above, the Agreement would also require the removal of all parking from the

Trust Property. Additional limitations on the B-6 Property are addressed in the proposed amendments to the Title Transfer Agreements.

7. Street Realignment Project: The City and the Authority would agree to cooperate in realigning the intersection of Hollywood Way, Thornton Avenue and the Airport access road. Thornton Avenue and the access road are currently offset from one another. Per the Agreement, the Authority would purchase the needed land and the City and Authority would split the cost of the improvements, including signals, curbing and paving to align Thornton Avenue with the access road.
8. Limitations on City Planning of Airport Property: The City would agree under the Agreement not to engage in planning activities related to a new passenger terminal or to the Airport property in general. During the seven-year term of the Agreement, the City could not do any of the following:
 - a. Publicly announce preparation of a master plan, specific plan, comprehensive plan, or zone change that provides specific development standards for a new or relocated passenger terminal building;
 - b. Commence public review or publicly announce the intention to prepare an environmental document related to any of the above; or
 - c. Take any action that would require the Authority to take any public action or position regarding plans for a new terminal pursuant to law or as a requirement for any other approval.
9. City and Authority Cooperation on Zoning Issues: The City Manager and the Executive Director of the Airport Authority recently established an informal "Airport Land Use Working Group" composed of City and Authority staff. No later than five years after the effective date of the Agreement, the group would meet to discuss possible courses of action following the termination of the Agreement, including extending or modifying the Agreement, returning to the pre-Agreement status quo, or adopting new zoning regulations.
10. City and Authority Cooperation on Noise Issues: The City Manager and the Executive Director of the Airport Authority also recently established an informal "Noise Working Group" composed of City and Authority staff. The Authority has been working on a noise study (the Part 161 Study) for several years that examines alternatives for a mandatory curfew. The purpose of the group is to "develop objectives, process, timing and measures to address how to achieve nighttime noise relief and how or whether to continue the Part 161 Study."
11. Transient Parking Tax: The City collects Transient Parking Tax from the Authority's parking operations as it does from other operators of transient parking in the City. There is currently a voter-approved cap of 12 percent on the Transient Parking Tax. Under the proposed Agreement, the Council would be prohibited during the term of the Agreement from seeking or supporting voter approval for an increase in the parking tax rate above the current 12 percent cap.

12. Electrification of Ground Support Equipment: The Authority has expressed its commitment to continue its program to enable air carriers to electrify their ground service equipment. The Agreement would require the Authority to report annually to the City on its progress. The Authority would also be required to install battery charging units at the aircraft parking positions, which would be available to all air carriers operating at the Airport. The program would commence with installation of approximately 30 such units for use by Southwest Airlines within six months of the effective date of the Agreement.
13. Limitations on Planning and Projects in the Event of Termination: The Agreement contains specific provisions for the City's and Authority's responsibilities in the event that the Authority's compliance with the Agreement becomes impossible, illegal, or would result in the Authority being ineligible to receive Federal or State grant funding or to impose, collect or use passenger facility charges. The Agreement specifies a sequence of events that would allow the City and the Authority to protect their interests in the event any provision of the Agreement terminates. Most notable among the provisions is that if the Authority elected to proceed with some project that would not have otherwise been permitted under the Agreement, the Authority would be required to prepare an Environmental Impact Report for the project.

Added Terms to Development Agreement Since Planning Board Hearing: The proposed Agreement has been the subject of negotiations for several months. At the time the Agreement was considered by the Planning Board, it was still a living document, and a few sections of the Agreement were the subject of additional negotiation and changes prior to the Council's consideration of the Agreement. City and Authority staff have reached agreement on the following terms and are continuing to work on the appropriate documentation of the terms as of the publication of this report. The resolution of these issues and resulting documentation will be addressed in an addendum to the staff report and at the public hearing on January 18, 2005.

F18
cont.

1. Specific plan upon termination: In addition to the requirement to prepare an EIR in the event that all or a portion of the Agreement terminates, the Authority would further be required to prepare a specific plan for any project it wishes to pursue that would not have been permitted under the Agreement.
2. Air quality: The Authority has made commitments regarding the conversion of its shuttle bus fleet to alternative fuel vehicles and other air quality improvements associated with heavy vehicles. City and Authority staff have been negotiating some form of agreement by which the Authority would commit to implement that resolution in good faith just as the City would implement the Height Ordinance and Noise Attenuation Ordinance discussed elsewhere herein in good faith.
3. Development Review exemption: The Agreement exempts parking lots and ancillary structures serving those lots from Development Review. City and Authority staff agree that the intent of this provision is that such structures would only be exempt if the structure were less than 300 square feet, consistent with other sections of the Agreement. This would be clarified to ensure consistency.

4. Airport Land Use Working Group: In addition to the other roles identified in the Agreement, the Airport Land Use Working Group would be authorized to consider future use of the Trust Property upon sale by the Trustee.
5. Annual certification: The Authority would be required to provide certification to the City on an annual basis that it is complying with the terms of the Agreement and to provide a summary of projects and mitigation measures undertaken in the preceding year as authorized or required by the Agreement.

PARKING LOT A RELOCATION

The Authority is proposing to relocate long-term Parking Lot A from its current location just north of the east-west runway onto the Adjacent Property. The existing Parking Lot A contains 1,592 passenger parking spaces and 196 employee parking spaces. The relocated parking Lot A would retain the same number of passenger spaces at 1,592 and would create an additional 385 employee parking spaces for a total of 581 employee spaces. The total number of passenger and employee spaces would be 2,173. The proposed parking facility would be a surface parking lot with no above-grade parking structures. No structures are proposed as part of the project except for parking fee collection booths at the exit driveway and shelters for passengers waiting to board the circulating shuttle bus to the terminal building, which would be located throughout the parking lot. The only entrance to the parking lot would be at the intersection of Hollywood Way and Winona Avenue, where the current Lot A entrance is located. The proposed parking lot relocation would move the parking lot further away from the east-west runway and would allow the Authority to construct the completion of Taxiway D.

A portion of the Adjacent Property where Lot A would be located is zoned M-2, and airport uses conducted by the Authority are not permitted in the M-2 Zone. As such, the Authority applied for a Planned Development that would change the zoning of that land to a Planned Development Zone to allow for the parking lot use. The Planned Development Zone would provide strict zoning controls over the land and not allow it to be used for anything other than a parking lot. Use of the Adjacent Property is further governed by a plan that was previously approved by the City pursuant to PUC Section 21661.6. The Authority has applied under that Code section to amend the previously-approved plan specifically to allow the parking lot use.

Staff has reached the following conclusions about the proposed Lot A relocation:

- The proposed project would improve the margin of safety at the Airport by moving existing Lot A further away from the east-west runway.
- Although the total number of parking spaces in the relocated Parking Lot A would be greater than in existing Parking Lot A, this increase would be off-set by decreases in parking on other sites. Moreover, staff believes that the benefits of the proposed project outweigh any potential disadvantages that might result from this increase in employee parking.
- The proposed project satisfies the Planned Development design review criteria as required by the BMC and is consistent with the City's General Plan.

- The two findings required by the City's PUC 21661.6 procedures can be made to approve the Authority's application: (1) the advantages to the public of the proposed expansion outweigh the disadvantages to both the public and environment; and, (2) approval of the proposed project is consistent with the objective of adopting land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the Airport to the extent that these areas are not already devoted to incompatible uses.

A-1 NORTH PROPERTY ACQUISITION AND USE

The Authority has applied to purchase 26.7 acres of the A-1 North property in two parcels, a 26.46-acre parcel and a 0.24-acre parcel. The larger parcel would be utilized for vehicle parking and storage and a relocated Airport access road and the smaller parcel would be utilized for a realigned Airport access road. As with the Lot A project, the Authority has applied to rezone the property from M-2 to Planned Development Zone to specifically allow for the proposed Airport parking lot. PUC Section 21661.6 requires the Authority to obtain Council approval before buying the property and the Authority has applied accordingly.

The Authority is proposing to relocate the north-south portion of the access road approximately 450 feet to the east such that it would run through the middle of the A-1 North property. The existing access points on Empire Avenue and Hollywood Way would remain unchanged (except for the proposed intersection improvements described below). The access road would be surrounded by surface parking on both sides. Toward the center of the A-1 North property, an underpass would be constructed to allow vehicle access between the parking areas on the east and west sides of the road.

The Authority has requested in its application the flexibility to utilize the various areas of the A-1 North property for valet parking, passenger self-parking, or new and rental car storage. The Authority has divided the property into four "zones" for planning purposes and is requesting entitlements that would allow variation in how each zone is used. The Authority is requesting authorization to construct 2,940 surface parking spaces in total among all four zones. This 2,940 would include any combination of valet, self-park, rental car storage and new car storage. The 2,940 spaces is the sum of the 2,176 spaces currently existing in the Star Park facility and 764 additional spaces that could be constructed on the six additional acres to be acquired by the Authority that are currently vacant.

Several improvements related to the valet operation are proposed for the A-1 North property. The existing car wash building at the south end of Zone 1 would be retained to provide car washing and detailing services for valet customers. The Authority proposes to construct a valet customer/operations building with an awning and porte cochere at the northwest corner of the property.

The intersection of Hollywood Way, Thornton Avenue, and the Airport access road is not aligned. As part of the proposed Planned Development, the Authority would purchase

F18
cont.

0.24 acres of land at the northeast corner of the A-1 North property just west of the Hollywood Way right-of-way and south of the existing Airport access road. The access road would be widened approximately 25 feet to the south to accommodate two left-turn lanes onto northbound Hollywood Way, one through lane straight onto Thornton Avenue, and one right-turn lane onto southbound Hollywood Way. This action would align the Airport access road with Thornton Avenue such that the intersection accordingly would operate more safely and efficiently.

Staff has reached the following conclusions about the proposed acquisition and use of the A-1 North property:

- The proposed project satisfies the Planned Development design review criteria as required by the BMC and is consistent with the City's General Plan;
- The potential environmental effects of the project would be off-set by other parking-related projects in and around the Airport. The total number of parking spaces would decrease in the short-term and the Authority would be severely limited in its ability to increase parking in the future;
- PUC Section 21661.6 and the Planned Development Zone would limit the Authority's ability to redevelop or reuse the A-1 North property for purposes other than vehicle parking. The Authority could not reuse or redevelop the property for other purposes, including for construction of a new passenger terminal;
- The proposed realignment of the Hollywood Way/Thornton Avenue intersection would improve safety by aligning the airport access road with Thornton Avenue and further improve efficiency of vehicles moving through the intersection; and,
- The two findings required by the City's PUC 21661.6 procedures can be made to approve the Authority's application: (1) the advantages to the public of the proposed expansion outweigh the disadvantages to both the public and environment; and (2) approval of the proposed project is consistent with the objective of adopting land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the Airport to the extent that these areas are not already devoted to incompatible uses.

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cont.

TITLE TRANSFER AGREEMENTS

In November 1999, the City and Authority executed a series of documents controlling the use and disposition of the B-6 Property on Hollywood Way. These documents collectively are referred to as the Title Transfer Agreements. The Title Transfer Agreements were executed based on the Authority's condemnation of the B-6 Property from the Lockheed Corporation. Although each document serves a distinct function, the documents contain overlapping requirements and obligations. Together, the Title Transfer Agreements impose the following controls on use and disposition of the B-6 Property:

- The Authority has title to the Adjacent Property but its use of the property is limited to temporary overflow parking on a portion of the property and vehicle and equipment storage by a private entity on another portion of the property.

- Title to the Trust Property is held by a Trustee. The Authority is obligated to market the Trust Property for sale. The Authority's use of the Trust Property is limited to temporary overflow parking on a portion of the property and parking by public and private entities on other portions of the property.

The proposed amendments to each of the Title Transfer Agreements are as follows:

Escrow Agreement and Trust Agreement: These two existing documents would be combined into a new single document and would provide as follows:

- References to the Authority's ability to acquire title to the Trust Property and references to the City's option to acquire the Trust Property would be deleted.
- The obligation to sell the Trust Property would be extended for 10 years. The Authority could however choose to sell the Trust Property or any portion of the property before the 10-year period expires.
- The Authority would be required to comply with detailed procedures and deadlines for marketing the Trust Property for sale.
- The Authority would keep 26 acres of the Trust Property vacant, for use only as passive open space. This provision corresponds with the acquisition of 26 acres of the A-1 North property.
- The Authority would be permitted to use the remaining 33-acre portion of the Trust Property for uses consistent with the current M-2 zoning and derive revenue from leases for such uses. However, the Authority would be prohibited from using any portion of the Trust Property for airport or related uses. The Authority would be prohibited from entering into any lease or other agreement permitting use of this portion of the Trust Property for longer than the 10-year extension period.
- The Authority would be permitted to use the Adjacent Property for the relocated Parking Lot A and for an existing studio vehicle storage facility only.

Adjacent and Trust Property Easements: The proposed amendments to these documents would continue to limit the Authority's use of the Adjacent and Trust Properties through easements and use restrictions; the fundamental nature of these agreements would not change.

Avigation Easement: The B-6 Property is subject to an avigation easement permitting aircraft overflights that will run with the land and apply to future owners. Staff is not recommending any changes to this avigation easement.

Staff recommends that the Council approve the amendments to the Title Transfer Agreements. The proposed amendments serve several valuable purposes as follows:

- The proposed amendments are consistent with the nature and purpose of the overall Agreement between the City and Authority. In particular, extending the obligation to sell the Trust Property for 10 years is consistent with the concept of a "standstill."
- The proposed limitations on the Authority's interim use of the Adjacent and Trust Properties provide an appropriate balance between the Authority's interest in

deriving revenue from the B-6 Property with the City's objective of precluding airport-related uses of the property unless and until a comprehensive resolution on the issue of Airport expansion is achieved.

- Prohibiting the Authority from using 26 acres of the Trust Property for anything but passive open space provides a reasonable off-set for the Authority's acquisition of the A-1 North Property.
- Several amendments clarify requirements and obligations that have proven contentious since the Title Transfer Agreements were executed in 1999 and streamline the documents to avoid potential confusion and dispute.

HEIGHT ORDINANCE

Federal Aviation Regulations (FAR) Part 77 establishes an imaginary surface that rises upward and outward from the Airport runways. Applicants for proposed structures that would rise above this imaginary surface are required to file notice with the FAA of the proposed construction. The FAA then determines whether the structure would pose an obstruction or hazard to air navigation. The proposed height ordinance would replace the existing Airport Approach Map in the Zoning Ordinance with an FAA Filing Requirement Map. The proposed map identifies five height zones across the City, each with criteria that identify when a project would require FAA notification. The ordinance would require applicants for projects requiring FAA notification to obtain an FAA determination before the City would issue building permits for the proposed structure. If the FAA determined that a structure would be a hazard to air navigation, the applicant would be required to obtain an Administrative Use Permit from the City before proceeding with the project. The proposed ordinance would ensure that prospective builders have followed the procedures required by Federal law to evaluate whether a structure would constitute an obstruction or hazard to air navigation.

NOISE ATTENUATION ORDINANCE

The BMC requires applicants for any multiple-family dwelling, hotel or motel projects located within the 60 dB CNEL noise contour (as identified in the General Plan Noise Element) to submit an acoustical study prior to obtaining a building permit. The study must show that the structure would be constructed so as to mitigate the impact of traffic, aircraft, and other noise on residents of the project and ensure that interior noise levels do not exceed 45 dB. The 60 dB CNEL noise contour encompasses areas adjacent to major arterial streets, freeways, and rail lines; and areas east and south of the Airport. Single-family dwellings are exempt from the noise reduction requirements under the current Code. The proposed ordinance would amend the Code to require compliance with noise reductions standards for: (1) all new single-family residential projects; and, (2) single-family additions or remodels where more than 50 percent of the existing structure is being demolished.

In order to minimize the cost and burden on single-family homeowners, typical remodels and additions to single-family homes where the existing house is not demolished to an extent more than 50 percent would continue to be exempt from the noise reduction

requirements. The proposed ordinance would establish prescriptive requirements for single-family dwellings within impacted areas with relatively lower noise levels. These prescriptive requirements would include additional insulation, window sealant, and sound-rated windows and doors. The requirement for projects in higher noise areas would be more restrictive, requiring homeowners to submit an acoustical analysis. The proposed ordinance would complement the Authority's Residential Acoustical Treatment Program by requiring noise mitigation for structures and projects not eligible for the Authority's Program but would limit the financial burden by requiring sound insulation only in the case of major improvements. The proposed ordinance would not affect most homeowners. Staff believes that this is a reasonable approach to the continuing problem of excessive noise in the community.

TEFRA BOND ISSUANCE

The Authority proposes to issue tax-exempt revenue bonds to fund the acquisition and improvement of a portion of the A-1 North property and to refund the outstanding bonds of the Authority's 1992 tax-exempt bond issue. Pursuant to the Tax and Equity Fiscal Responsibility Act of 1982 (TEFRA), in order for the interest on bonds issued by the Authority to be excluded from gross income for Federal income tax purposes, an "applicable elected representative" of the host governmental unit, as well as the Authority, must approve the issuance of the bonds. Such approval must follow a public hearing, which will be held in conjunction with the public hearing on the other matters relating to the Agreement. Aside from assisting the Authority with meeting the requirements of TEFRA, the Council will have no role in the issuance of the bonds.

ENVIRONMENTAL REVIEW

On September 23, 2004, the Authority released an Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Agreement and all related actions pursuant to the California Environmental Quality Act (CEQA). On October 27, 2004, the Airport Authority adopted the Final MND. As a CEQA responsible agency with jurisdiction over components of the project, the City is now required to consider the MND in deciding whether to approve the pending applications. The conclusions reached in the MND regarding the environmental impacts of the Agreement and related actions may not be changed by the Council and must be relied upon as they appear in the MND. The Council may not reach independent conclusions about the environmental impacts of the project or the validity of the analysis contained in the MND.

AIRPORT LAND USE COMMISSION

On December 8, 2004, the Airport Land Use Commission (ALUC) held a public hearing to consider the proposed actions. The ALUC voted 5-0 to determine that the proposed Agreement and related actions would be consistent with the goals and policies of the Los Angeles County Airport Land Use Plan.

PLANNING BOARD

The Planning Board held a public hearing to consider the Agreement and some of the related actions at a special meeting on December 6, 2004. Each of the four Board members present expressed their support for the proposed Agreement and related actions. The Board members generally believed that the proposed Agreement would be positive for the City. The Board voted unanimously (4-0) to recommend approval to the Council of the proposed Agreement.

MEASURE B

The BMC requires that any agreement between the City and the Authority or other discretionary act by the City for a relocated or expanded Airport terminal project be approved by Burbank voters. This requirement was adopted by the voters in 2000 as "Measure B." Staff has considered whether the proposed Agreement or any of the proposed related actions is subject to this requirement and has concluded that none of the documents or actions is subject to voter approval under Measure B. No element of any agreement, ordinance, or other document recommended for Council approval would authorize the Authority to expand or relocate the Airport terminal. On the contrary, the Agreement *prohibits* the Authority from constructing a new terminal for 10 years and *prohibits* the Authority from expanding the existing terminal for seven years.

CONCLUSION

The proposed Agreement and the related actions would provide substantial benefits to the City of Burbank.

The Agreement and related actions would provide certainty over development at the Airport for seven to 10 years. The community would be assured that the existing terminal would not be expanded for at least seven years and a new terminal could not be planned for or built for at least 10 years. The Authority would gain certainty about the zoning regulations that would apply to its property for the next seven years. Without the proposed Agreement, there would be no guarantee that the Authority would not try to expand the existing terminal building or construct a new terminal.

The Agreement would encourage cooperation between the City and Authority to accomplish the City's long-time goal of achieving meaningful noise relief at the Airport. The Agreement includes provisions for meetings of a noise working group composed of City and Authority staff to determine a course of action for pursuing noise relief. Working together in this manner is an important step in improving relations between the City and Authority and allowing the two agencies to cooperate on critical issues.

Perhaps most important for the City, the proposed Agreement would provide the City with substantially greater protections concerning development of land at the Airport than it has today. The Agreement, planned developments, PUC approvals, and contracts impose binding and overlapping obligations that the City can enforce through various

mechanisms.

Recommendation:

Adoption of proposed resolution entitled:

1. A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK CONSIDERING A MITIGATED NEGATIVE DECLARATION FOR THE CITY DISCRETIONARY PROJECTS RELATED TO THE BOB HOPE AIRPORT PROJECT.

Introduction of proposed ordinances entitled:

2. AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF BURBANK AND THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY CONCERNING THE BOB HOPE AIRPORT.
3. AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A PLANNED DEVELOPMENT FOR PROJECT NO. 2004-169 (BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY, APPLICANT) (A-1 North Property).
4. AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK APPROVING A PLANNED DEVELOPMENT FOR PROJECT NO. 2004-170 (BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY, APPLICANT) (Parking Lot A Property).

Adoption of proposed resolutions entitled:

5. A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING AN AMENDED, RESTATED, SUPERSEDING AND COMBINED ESCROW AND TRUST AGREEMENT; APPROVING AN AMENDED AND RESTATED GRANT OF EASEMENTS, DECLARATION OF USE RESTRICTIONS AND AGREEMENT FOR ADJACENT PROPERTY; AND APPROVING AN AMENDED AND RESTATED GRANT OF EASEMENTS, DECLARATION OF USE RESTRICTIONS AND AGREEMENT FOR TRUST PROPERTY.
6. A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S APPLICATION FOR APPROVAL OF LAND ACQUISITION PURSUANT TO PUBLIC UTILITIES CODE SECTION 21661.6 (A-1 PARCEL).
7. A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK APPROVING THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S APPLICATION TO AMEND THE LAND USE PLAN PURSUANT TO PUBLIC UTILITIES CODE SECTION 21661.6(e) (PARKING LOT A).

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cont.

Introduction of proposed ordinances entitled:

8. AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK AMENDING CHAPTER 7 OF THE BURBANK MUNICIPAL CODE RELATING TO NOISE ATTENUATION IN RESIDENTIAL STRUCTURES.
9. AN ORDINANCE OF THE COUNCIL OF THE CITY OF BURBANK AMENDING CHAPTER 31 OF THE BURBANK MUNICIPAL CODE RELATING TO HEIGHTS WITHIN AIRPORT APPROACH AREAS.

Adoption of proposed resolution entitled:

10. A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK REGARDING THE ISSUANCE OF BONDS BY THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY.

REPORTING ON CLOSED SESSION:

INITIAL OPEN PUBLIC COMMENT PERIOD OF ORAL COMMUNICATIONS: (Two minutes on any matter concerning City Business.)

F18
cont.

There are four segments of Oral Communications during the Council Meeting. The first precedes the Closed Session items, the second and third segments precede the main part of the City Council's business (but follow announcements and public hearings), and the fourth is at the end of the meeting following all other City business.

Closed Session Oral Communications. During this period of oral communications, the public may comment only on items listed on the Closed Session Agenda(s). A **PINK** card must be completed and presented to the City Clerk. Comments will be limited to **three** minutes.

Initial Open Public Comment Period of Oral Communications. During this period of Oral Communications, the public may comment on any matter concerning City Business. A **BLUE** card must be completed and presented to the City Clerk. **NOTE:** Any person speaking during this segment may not speak during the third period of Oral Communications. Comments will be limited to **two** minutes.

Agenda Item Oral Communications. This segment of Oral Communications immediately follows the first period, but is limited to comments on agenda items for this meeting. For this segment, a **YELLOW** card must be completed and presented to the City Clerk. Comments will be limited to **four** minutes.

Final Open Public Comment Period of Oral Communications. This segment of oral communications follows the conclusion of agenda items at the end of the meeting. The public may comment at this time on any matter concerning City Business. **NOTE:** Any member of

the public speaking at the Initial Open Public Comment Period of Oral Communications may not speak during this segment. For this segment, a **GREEN** card must be completed and presented to the City Clerk. Comments will be limited to **two** minutes.

City Business. City business is defined as any matter that is under the jurisdiction of the City Council. Although other topics may be of interest to some people, if those topics are not under City Council jurisdiction, they are not City business and may not be discussed during Oral Communications.

Videotapes/Audiotapes. Videotapes or audiotapes may be presented by any member of the public at any period of Oral Communications or at any public hearing. Such tapes may not exceed the time limit of the applicable Oral Communications period or any public comment period during a public hearing. The playing time for the tape shall be counted as part of the allowed speaking time of that member of the public during that period.

Videotapes must be delivered to the Public Information Office by no later than 10:00 a.m. on the morning of the Council meeting in a format compatible with the City's video equipment. Neither videotapes nor audiotapes will be reviewed for content or edited by the City prior to the meeting, but it is suggested that the tapes not include material that is slanderous, pornographic, demeaning to any person or group of people, an invasion of privacy of any person, or inclusive of material covered by copyright.

Printed on the videocassette cover should be the name of the speaker, the period of oral communication the tape is to be played, and the total running time of the segment. The Public Information Office is not responsible for "cueing up" tapes, rewinding tapes, or fast forwarding tapes. To prevent errors, there should be ten seconds of blank tape at the beginning and end of the segment to be played. Additionally, the speaker should provide the first sentence on the tape as the "in cue" and the last sentence as the "out cue".

As with all Oral Communications, videotapes and audiotapes are limited to the subject matter jurisdiction of the City and may be declared out of order by the Mayor.

Disruptive Conduct. The Council requests that you observe the order and decorum of our Council Chamber by turning off or setting to vibrate all cellular telephones and pagers, and that you refrain from making personal, impertinent, or slanderous remarks. Boisterous and disruptive behavior while the Council is in session, and the display of signs in a manner which violates the rights of others or prevents others from watching or fully participating in the Council meeting, is a violation of our Municipal Code and any person who engages in such conduct can be ordered to leave the Council Chamber by the Mayor.

Once an individual is requested to leave the Council Chamber by the Mayor, that individual may not return to the Council Chamber for the remainder of the meeting. BMC §2-216(b).

Individuals standing in the Council Chamber will be required to take a seat. Also, no materials shall be placed in the aisles in order to keep the aisles open and passable. BMC §2-217(b).

Your participation in City Council meetings is welcome and your courtesy will be appreciated.

COUNCIL AND STAFF RESPONSE TO INITIAL OPEN PUBLIC COMMENT PERIOD OF ORAL COMMUNICATIONS:

AGENDA ITEM ORAL COMMUNICATIONS: (Four minutes on Agenda items only.)

COUNCIL AND STAFF RESPONSE TO AGENDA ITEM ORAL COMMUNICATIONS:

FINAL OPEN PUBLIC COMMENT PERIOD OF ORAL COMMUNICATIONS: (Two minutes on any matter concerning the business of the City.)

This is the time for the Final Open Public Comment Period of Oral Communications. Each speaker will be allowed a maximum of **TWO** minutes and may speak on any matter concerning the business of the City. However, any speaker that spoke during the Initial Open Public Comment Period of Oral Communications may not speak during the Final Open Public Comment Period of Oral Communications.

For this segment, a **GREEN** card must be completed, indicating the matter to be discussed, and presented to the City Clerk.

COUNCIL AND STAFF RESPONSE TO THE FINAL OPEN PUBLIC COMMENT PERIOD OF ORAL COMMUNICATIONS:

ADJOURNMENT.

For a copy of the agenda and related staff reports,
please visit the
City of Burbank's Web Site:
www.ci.burbank.ca.us

City Council Minutes of July 25, 2006 / Page 331 / Item 406 /Commissioner Wiggins reported on the Airport Authority meeting of July 24, 2006
406

Commissioner Wiggins reported on the Airport Authority meeting Airport Authority of July 24, 2006. He stated that the Authority awarded a ground Meeting Report lease in the amount of \$705,000 annually to Affordable Storage LLC for 15 acres of land on the north-east quadrant of the B6 Trust Property. He noted that the lease runs concurrently with the Development Agreement.

Mr. Vander Borcht noted receipt of an email regarding his inquiry about the status of the Airport Authority's response to the possibility of building a transit facility in connection with the Amtrak station via Federal funding. He noted that the email indicated that the Authority was interested but reluctant to proceed with such action as it would require an amendment to the Airport's Development Agreement with the City. He also stated that the correspondence indicated that the Authority would consider an amendment to the Development Agreement if other issues would be addressed as well. He noted his desire to avoid missing an opportunity for a transit facility that would allow buses to go in and out of the Airport without having to go around the entire Airport route and provide additional parking. He clarified that he would only reconsider the Development Agreement for that issue.

Dr. Gordon requested clarification with regard to the ground storage facility and Commissioner Wiggins responded that the facility will only store recreational vehicles.

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cont.

EXHIBIT - B

1.13 Responses to Comments: Letter F, David W. Gordon, O.D., October 23, 2009

Response to Comment F1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment F2

The comment is noted and it is acknowledged that the comments included in Letter F are those of David W. Gordon acting as a private citizen.

Response to Comment F3

The FAA defines the RSA as a surface surrounding a runway prepared for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The removal of the existing rental car ready/return lot and conversion of part of this area for use as RSA will not affect the runway's capacity nor will it facilitate in any way the expansion of the Airport terminals.

Response to Comment F4

The proposed Project has no relationship with other Airport-related improvements.

Response to Comment F5

The proposed Project consolidates already existing facilities. The proposed Project does not introduce any new facilities that will have a growth inducing effect on other airport facilities or the surrounding area.

Response to Comment F6

There is no relationship between the proposed Project and any terminal development.

Response to Comment F7

This comment does not implicate any environmental concerns and therefore no further response is required. Nonetheless, as stated in the Development Agreement, the commenter is advised that the Airport Land Use Working Group was established by the City Manager and the Executive Director prior to the Development Agreement and such group will begin its work within five years of the effective date of the Development Agreement.

Response to Comment F8

The development agreement was thoroughly studied under CEQA. No additional project components are included as part of the proposed Project. Therefore, no further analysis is required.

Response to Comment F9

The Development Agreement anticipated the shifting of parking spaces and this issue was studied in the IS/MND prepared for that document. No further analysis is required. The number of spots set aside for disabled drivers will remain unchanged.

Response to Comment F10

The air quality analysis in the initial study for the Development Agreement accounted for the following projects associated with the proposed Project: development of rental car center customer building, structured rental car parking, and rental car center quick turn around facility on the A-1 North Property.

Response to Comment F11

Studies were conducted to assess the potential for impacts to air quality arising from Project construction as well as to traffic at local intersections resulting from full Project implementation. An assessment of impacts to regional air quality was not conducted as an analysis had already been prepared in support of the IS/MND for the Development Agreement which accounted for some development projects associated with the proposed Project (see Response to Comment F10). That analysis indicated that consolidation of rental car operations in one facility would result in a decrease in the emissions of HC, CO, and PM10 due to a reduction in overall rental car trips. Accordingly, it was determined that there was no need for a regional air quality assessment in support of the proposed Project.

As regards traffic impacts, rental car companies have estimated that approximately 700,000 automobile trips are conducted each year between the existing ready/return lot and rental car QTA areas. Most, if not all of these trips would be eliminated as a result of the proposed Project. This reduction would have a corresponding positive effect on area and regional traffic. Therefore, a regional traffic impact assessment was determined not to be necessary for purposes of the proposed Project.

No baseline, quantitative or otherwise, for analysis of air quality impacts resulting from vehicular traffic was necessary as the reduction in automobile trips resulting from the proposed Project would include a corresponding reduction in emissions.

Response to Comment F12

Greenhouse gas emissions were only addressed qualitatively. This is appropriate and sufficient because air quality impacts were considered in the IS/MND for the Development Agreement, and

because the proposed Project would result in a reduction in the number of automobile trips generated, including a corresponding reduction in any greenhouse gas emissions.

Response to Comments F13 – F18

The comment makes reference to an e-mail that includes language pertinent to the commenter's assertion. However, the referenced e-mail is not included in the comment letter. Furthermore, the comment does not relate to IS/MND but to other issues not related to the CEQA environmental documentation. Therefore, no response can be provided and none is required.

1.14 Letter G, California Governor's Office of Planning and Research, Scott Morgan, Acting Director, October 27, 2009



STATE OF CALIFORNIA
 GOVERNOR'S OFFICE of PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT

Letter G



ARNOLD SCHWARZENEGGER
 GOVERNOR

CYNTHIA BRYANT
 DIRECTOR

October 27, 2009

Dan Feger
 Burbank-Glendale-Pasadena Airport Authority
 2627 Hollywood Way
 Burbank, CA 91505

Subject: Regional Intermodal Transportation Center at Bob Hope Airport
 SCH#: 2009091096

Dear Dan Feger:

RECEIVED

NOV - 2 2009

BURBANK-GLENDALE-PASADENA
 AIRPORT AUTHORITY

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 22, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

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"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

for: Scott Morgan
 Acting Director, State Clearinghouse

Enclosures
 cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

Letter G

SCH# 2009091096
Project Title Regional Intermodal Transportation Center at Bob Hope Airport
Lead Agency Burbank-Glendale-Pasadena Airport Authority

Type MND Mitigated Negative Declaration

Description The Burbank-Glendale-Pasadena Airport Authority proposes a project to construct a Regional Intermodal Transportation Center (TITC) and certain related improvements at the Bob Hope airport. The proposed Project consists of several related components to be constructed in 2 phases. The 1st phase includes three-level RITC structure to be constructed on either spread or piled foundations over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. This three-level structure incorporates both a publicly accessible bus station with an enclosed bus passenger waiting lounge, and a consolidated rental car facility. The other components of the 1st phase of the proposed Project are the following: a publicly accessible CNG fueling facility to be located on the north side of the RITC structure; a two-level parking structure to replace parking displaced by the RITC structure; an elevated walkway connecting the RITC structure with Terminal B; conversion of the existing rental car ready/return area to airfield use (runway safety area) and shuttle bus and courtesy van use (ground access center); installation of solar panels on the roof of the RITC structure, the existing canopies in Parking Lot D, and the roof of the elevated walkway; and construction of secured bicycle parking at the RITC and the ground access center. The 2nd phase of the proposed Project consists of an enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Bob Hope Airport Train Station. Solar panels would also be installed on the roof of the pedestrian bridge/lounge facility as part of the 2nd phase.

Lead Agency Contact

Name Dan Feger
Agency Burbank-Glendale-Pasadena Airport Authority
Phone (818) 840-8840 **Fax**
email
Address 2627 Hollywood Way
City Burbank **State** CA **Zip** 91505

Project Location

County Los Angeles
City Burbank
Region
Lat / Long 34° 12' 2.4" N / 118° 21' 31.2" W
Cross Streets Hollywood Wy and Empire Ave
Parcel No. 2466-011-912
Township 1N **Range** 14W **Section** 4 **Base**

Proximity to:

Highways 5
Airports Bob Hope
Railways
Waterways
Schools
Land Use Airport/(AP) Airport

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian

G1
cont.

Document Details Report
State Clearinghouse Data Base

Letter G

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nt.

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation;
Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services;
Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7

Date Received 09/23/2009 **Start of Review** 09/23/2009 **End of Review** 10/22/2009

1.15 Responses to Comments: Letter G, California Governor's Office of Planning and Research, Scott Morgan, Acting Director, October 27, 2009

Response to Comment G1

The comment acknowledges receipt of the Draft IS/MND by the California State Clearinghouse and acknowledges that the Authority has complied with State Clearinghouse review requirements for document review under CEQA. The comment also introduces an attached letter with comments on the Draft IS/MND. (See the letter attached to the State Clearinghouse letter (referenced as letter H) and the associated responses on the following pages.) No further response is required.

**1.16 Letter H, California Department of Transportation, Sandy Hesnard,
Aviation Environmental Specialist, October 20, 2009**

DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS - M.S.#40
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-4959
 FAX (916) 653-9531
 TTY 711

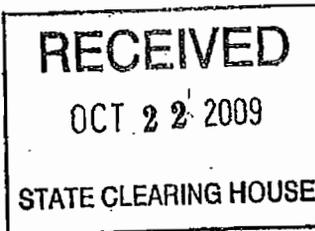
Letter H



*Flex your power!
 Be energy efficient!*

October 20, 2009

Mr. Dan Feger, P.E.
 Burbank-Pasadena-Glendale Airport Authority
 2627 Hollywood Way
 Burbank, CA 91505



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10.22.09
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Dear Mr. Feger:

Burbank-Pasadena-Glendale Airport Authority's Mitigated Negative Declaration for the Regional Intermodal Transportation Center at Bob Hope Airport; SCH# 2009091096

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

H1 The proposal is for the construction of a Regional Intermodal Transportation Center (RITC) and certain related improvements at the Bob Hope Airport. The proposal consists of several related components to be constructed in two phases. The first phase includes a three-level RITC structure to be constructed over portions of the existing Parking Lot D. This structure incorporates both a publicly accessible bus station with an enclosed bus passenger waiting lounge, and a consolidated rental car facility. The other components of the first phase of the proposal include: a publicly accessible CNG fueling facility to be located on the north side of the RITC structure; a two-level parking structure to replace parking displaced by the RITC structure; an elevated walkway connecting the RITC structure with Terminal B; conversion of the existing rental car ready/return area to airfield use ("runway safety area") and shuttle bus and courtesy van use ("ground access center"); installation of solar panels on the roof of the RITC structure, the existing canopies in Parking Lot D, and the roof of the elevated walkway; and construction of secured bicycle parking at the RITC and the ground access center. The second phase of the proposal consists of an enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Bob Hope Airport Train Station. Solar panels will also be installed on the roof of the pedestrian bridge/lounge facility as part of the second phase.

H2 The Division has technical expertise in the areas of airport operations safety and airport land use compatibility and we are a funding agency for airport projects. Caltrans also is the primary State agency responsible for permitting airports and heliports. Our mandated process is further described in the California Code of Regulations (CCR), Title 21, Section 3534(b). Bob Hope Airport operates with an airport permit issued by the Division. From the information provided, it does not appear that the proposal will affect the State airport permit. Any future runway modifications, however, will require an amended State airport permit. New construction projects must meet or exceed the

H2
cont.

minimum design standards for a permitted airport, as specified in the CCR, Title 21, Article 3, "Design Standards, Airports Only."

H3

California Public Utilities Code Section 21659 prohibits structural hazards near airports. We noted that page 38 of the Mitigated Negative Declaration states that an airspace determination for the proposed project was filed with the Federal Aviation Administration (FAA). Please provide the Division with a copy of the FAA's determination when available.

The solar panels must be covered in anti-reflective coating to prevent glare-related hazards to aircraft operations.

H4

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy.hesnard@dot.ca.gov.

Sincerely,

Original Signed by

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Los Angeles County ALUC, FAA

1.17 Responses to Comments: Letter H California Department of Transportation, Sandy Hesnard, Aviation Environmental Specialist, October 20, 2009

Response to Comment H1

The comment is an introduction to comments that follow. No further response is required.

Response to Comment H2

The comment is noted. No further response is required.

Response to Comment H3

The comment is noted. No further response is required.

Response to Comment H4

The comment is noted. No further response is required.

Response to Comment H5

The comment is the letter closure. No further response is required.

2.0 Corrections and Additions to the Draft IS/MND for the Regional Intermodal Transportation Center at Bob Hope Airport

2.1 Introduction

The Draft IS/MND was released for public review on September 23, 2009. The public review period closed on October 23, 2009. The following corrections and additions are hereby proposed as a result of clarifications to, and comments received on, the Draft IS/MND during the 30-day public review period. Changes in text and tables are signified with ~~strikeout~~ type where text is removed and with **bold** type where text is added.

2.2 Corrections and Additions to Text and Tables

Chapter 1.0

On Page 3, Section 1.1, third paragraph, the following sentence will be added to the text:

The majority of construction activities would occur primarily on land currently owned by the Authority with most of the construction staging located at the A-1 North Property. The A-1 North Property was acquired under the conditions of the March 15, 2005 "Development Agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport" ("Development Agreement"). The remaining first phase construction activities and the second phase construction activities will occur on land and within air space currently owned by Union Pacific Railroad, **Metrolink**, Caltrans and the City of Burbank. The Authority will acquire the existing parking lots on the south side of Empire Avenue for conversion to dedicated Train Station passenger and Airport passenger parking. To facilitate construction activities in the second phase of the Project, the Authority will obtain easements from the City of Burbank, Caltrans, **Metrolink** and Union Pacific Railroad as necessary for the development of the enclosed pedestrian bridge/lounge facility over Empire Avenue and the railroad tracks. **No other improvement projects are planned for the Airport during the period in which the proposed Project will be constructed.**

Chapter 2.0

On Page 7, Section 2.1, the following corrections will be made and additional text added to the last bullet point:

- ~~An Encroachment Permits to permit construction over and under Empire Avenue~~ **work and improvements on City right-of-way.**

On Page 7, Section 2.1, the following additional bullet points will be added:

- **Public Utilities Code Section 21661.6(e) approval of plan to modify use of the Adjacent Property to allow substitution of public parking for employee parking in Parking Lot A during the construction of the RITC-related development on the A-1 North Property.**

- **Modifications to Planned Development 2004-170 (City of Burbank Ordinance No. 3661) to allow substitution of public parking for employee parking in Parking Lot A during the construction of the RITC-related development on the A-1 North Property.**

On Page 7 (continuing on Page 11), Section 2.2.1, first paragraph, the following additional text will be added:

A multi-level structure would be constructed over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. At full development, the RITC structure would accommodate consolidated facilities for approximately six on-Airport rental car companies, potentially some smaller off-Airport rental car facilities, as well as loading and unloading for off-Airport rental car shuttles and local and regional transit, **charter**, and shuttle buses. **The counters and associated office space in Terminal B currently utilized by the car rental companies will be vacated and, while remaining in place, are not subject to any current plans for reuse for other purposes.** The structural foundation would be constructed on either spread or piled foundations with steel vertical structural supports placed on an approximately 65-foot grid, and concrete decking used for each floor of the facility.

On Page 11 Section 2.2.1, first full paragraph, the following additional text will be added:

The surface level within the footprint of the structure would continue to be used for public vehicle parking, and would also accommodate vertical circulation ramps for rental car vehicles and buses. The vertical circulation ramps and structural supports would result in a reduction of available public parking spaces within Parking Lot D; however, the ultimate number of spaces cannot be determined until final design of the structure has been completed. Approximately twelve parking spaces would be located on the surface level of the RITC to provide for short-term rental car customer parking. The replacement parking structure that would be built to make up for the lost parking spaces on a one-for-one basis is further discussed in Section 2.2.3, below. The surface level will also include approximately three underground storage tanks for motor vehicle fuel, to be conveyed by double-walled piping to the QTA fueling facilities. **Per the request of the City of Burbank, a left turn pocket off the Hollywood Way entrance to the Airport will be added. The left turn pocket will be approximately 250 feet in length.**

On Page 12, Section 2.2.3, first paragraph, the following corrections will be made and additional text added:

As described in Section 2.2.1, a number of existing public parking spaces in Parking Lot D would be displaced by the construction of the RITC structure. ~~Although final design of the RITC structure has not been completed, a~~ Approximately ~~189-321~~ self parking spaces in Parking Lot D would be displaced. The Authority proposes to replace those spaces on a one-for-one basis by constructing a two-level replacement parking structure in the northeast portion of the existing valet parking area northwest of the RITC structure. **The replacement parking structure would encompass approximately 113,000 square feet and** ~~The replacement parking~~ would be located

within the valet parking area and dedicated to valet parking. The final size and design of the structure, including the number of spaces that would be provided, would be determined upon completion of the design of the RITC structure.

On Page 13, Section 2.2.3, the following corrections will be made to Table II-1:

Table II-1

Current Allocation of Self-Parking and Valet Parking within the A-1 North Property

Parking Areas	Current Allocation within A-1 North Property ^{1/}			
	Existing		Proposed ^{2/}	
	Valet Parking ^{3/}	Self Parking	Valet Parking ^{3/}	Self Parking
Dedicated lots ^{4/}	1,477	1,044	1,666 1,672	855 849
Flip lot ^{5/}	195	--	--	195
Total	1,672	1,044	1,672 1,666	1,044 1,050
Total Public Parking in A-1 North Property ^{6/}		2,716		2,716

Notes:

- 1/ Planned Development 2004-169 (City of Burbank Ordinance No. 3660) is the current zoning for the A-1 North Property. The number of parking spaces permitted on the A-1 North Property also is restricted by the Public Utilities Code Section 21661.6(a) plan approved for the A-1 North Property (Burbank City Council Resolution No. 26,893).
- 2/ It is assumed for these totals that an estimated ~~189~~ 321 self parking spaces would be displaced by the construction of the RITC structure and would be replaced one-for-one with a replacement parking structure within the valet parking area. The actual number of spaces that would be displaced and the associated number of one-for-one replacement spaces would be determined after final design.
- 3/ Includes both covered (premium) and uncovered valet parking areas.
- 4/ Refers to lots specifically dedicated to either valet parking or self-parking.
- 5/ Refers to a 195-space lot located in the northeastern portion of the A-1 North Property that is used for either valet parking or self-parking, depending upon demand. In information provided by the Authority, the spaces are currently used for valet parking. It is assumed that these spaces would be used for self-parking following the construction of the RITC and the replacement parking facility.
- 6/ It is noted that the total number of existing parking spaces within the A-1 North Property is 224 spaces less than the total number of parking spaces permitted.

Sources: Burbank-Glendale-Pasadena Airport Authority data, June 2009 (existing parking space allocations); Ricondo & Associates, Inc., based on data provided by Burbank-Glendale-Pasadena Airport Authority, July 2009 (proposed parking space allocations).

Prepared by: Ricondo & Associates, Inc., July 2009.

On Page 14, Section 2.2.6, the following corrections will be made to the text:

The Authority proposes to acquire approximately 8,000 square feet of air easements over Empire Avenue and the railroad tracks for the pedestrian bridge/lounge facility connecting the RITC and the Train Station. The Authority also proposes to acquire approximately ~~4.5~~ 2.7 acres of Union Pacific Railroad land between the railroad tracks and Empire Avenue. A portion of this area, located between Hollywood Way and Clybourn Avenue, is currently used for parking by Airport passengers, Airport employees and some Amtrak and Metrolink patrons, and currently has approximately 350 public parking spaces. Approximately 120 of these spaces are currently provided free of charge for the general public, and the balance of the spaces are leased to a private parking operator that makes them available to the general public for Airport parking purposes. In addition, there is an existing bus stop drop-off and pick-up island (approximately 0.25 acres) that serves rail passengers transferring to the

Airport by shuttle bus, buses operated by the Los Angeles County Metropolitan Transportation Authority (Metro), and Amtrak Thruway buses. This facility would remain in place, and responsibility for its operation and maintenance would be transferred to the City of Burbank, subject to the availability of federal or other non-Airport funding to reimburse the Authority for the cost of acquisition.

Following acquisition of this area by the Authority, the parking lots would be reconstructed to improve access to the parking area. Approximately 50 parking spaces would be eliminated when the lots are reconstructed, in order to make them compliant with City of Burbank design requirements for off-street parking lots.

It is anticipated that approximately 50 parking spaces would be transferred to the City of Burbank for exclusive use by Metrolink and Amtrak passengers. The exact number of spaces to be transferred will be subject to both future demand for such parking as well as the availability of federal funding to reimburse the Authority for purchase of the land. The City of Burbank would be responsible for controlling access to this area as well as operating and maintaining the parking spaces. **Depending on the resolution of chain of title issues related to Union Pacific's underlying fee rights to Empire Avenue, the Authority will also acquire from Union Pacific an access easement to secure public access to the parking lots.**

The remaining approximately 250 parking spaces would be dedicated for Airport public parking use under the control of the Authority, and the Authority would maintain or arrange for maintenance of this portion of the parking area. The Authority will install and maintain a revenue control system in order to be able to charge for parking by Airport passengers. The acquisition of and improvements to this area by the Authority would result in a net decrease in parking for Airport patrons. Airport employee parking will be relocated to an existing employee parking lot located adjacent to Remote Parking Lot A.

~~Another small portion of the land (approximately 0.50 acres) located west of Clybourn Avenue is currently used for overflow storage for rental car companies operating at the Airport. After acquisition, the Authority would maintain this current use of the land. No public vehicle parking will be permitted on this portion of the property.~~

On Page 15 Section 2.2.7, first paragraph, the following additional text will be added:

After completion of the RITC and the relocation of rental car ready/return, administrative offices, and customer service areas into the RITC, the Authority would convert the existing rental car ready/return area located south of Terminal B into two separate uses. The existing rental car/ready return lot occupies an approximate 2.5 acre portion of the Airport. An approximate one-half acre portion of the area, located in the western and southern areas of the ready/return lot, would be converted to airfield use to provide a standard runway safety area (RSA) for **a 364-foot-long portion along the east side of the southern end of Runway 15-33**. According to FAA standards, the RSA for a runway that accommodates aircraft like those that operate on Runway 15-33 should include an area 500 feet wide, centered on the runway centerline (e.g., 250 feet on either side of the centerline) and should remain

clear of objects or conditions that could cause damage to an aircraft in the event of an unanticipated excursion off of the runway pavement. The Authority would relocate the airfield fence and Airport service roadway to provide the necessary RSA, resulting in the conversion of approximately 20 percent of the current ready/return lot to airfield use. This conversion would not represent any change in capacity or capability at the Airport, but would bring the RSA for Runway 15-33 into greater compliance with FAA runway safety area standards.

On Page 16, Section 2.2.8, the following corrections will be made to the text:

The Authority also proposes to install solar panels on the RITC structure, the replacement parking structure, the roof of the elevated walkway connecting the RITC with the passenger terminal, and the existing canopies over the current covered valet parking areas.¹ In addition, the Authority may potentially install solar panels on the roof of the pedestrian bridge/lounge facility connecting the RITC and the Train Station. All structures associated with the RITC project would be designed to maximize the ability to accommodate solar panels to supplement the electrical supply to the RITC facilities and the Airport. The exact amount and location of solar panels has not yet been designed. It is estimated that approximately **a maximum of four seven** acres (~~174,240~~ **294,702** square feet) of solar panels will be included as part of the RITC project.

Chapter 3.0

On Page 26, Section 3.5, fourth paragraph, the text will be corrected as follows:

(d) The existing Parking Lot D, the Train Station, and the existing rental car ready/return facility have lighting standards and are illuminated at night for security purposes. In addition, Empire Avenue between the Airport and the Train Station features standard roadway lighting consistent with the urban environment. The proposed Project would continue to maintain the same lighting standards already in effect within these areas. ~~In addition, adoption of the Part 77 standards by the City of Burbank would result in ensuring that only projects that are not hazards to navigation would be built near the Airport.~~ No new lighting sources beyond what currently exists within the proposed Project area would occur as a result of the proposed Project; therefore, no impact is anticipated.

On Page 34, Section 3.5, item (d) under *Geology and Soils*, the text will be revised as follows:

- (d) Be located on expansive soil, as defined in ~~Table 18-1-B of the Uniform Building Code (1994)~~ **Section 1802.3.2 of the California Building Code (2007)**, creating substantial risks to life or property?

X

On Page 50 (continuing on Page 51), item (f) under *Transportation/Traffic*, the following corrections will be made and additional text will be added:

¹ This would require a change to Planned Development 2004-169 and the Public Utilities Code Section 21661.6(a) plan for the A-1 North Property, which currently require that the canopies be removed.

(f) The proposed Project would not result in a significant change to the amount of parking capacity available at the Airport. Final design of the proposed Project, including the parking spaces located near the rental car administrative offices would be completed so as to provide for no net increase in the already existing number of public parking spaces at the Airport. A small number of existing parking spaces (approximately 50) on the Union Pacific Railroad property that do not meet City of Burbank parking standards would be eliminated during the reconstruction of that lot. Authority acquisition of this railroad parking lot will actually improve the availability of parking for commuters that use the Train Station, because this current "free" lot is generally occupied by Airport passengers and tenants. Although there would be no net increase in the number of public parking spaces, the allocation between self-parking and valet parking, as well as the allocation between covered (premium) and uncovered valet parking, would change. The spaces that would be displaced in Parking Lot D would result in a loss of an estimated ~~189~~ **321** self parking spaces that would be replaced with valet parking spaces provided by the replacement structure. The Authority currently operates a lot referred to as the "Flip Lot," consisting of 195 parking spaces located north of Parking Lot D that can be used for either self-parking or valet parking as demand dictates. Given the increase in available valet parking provided by the construction of the two-level replacement parking structure, it is anticipated that the Flip Lot would be dedicated to self-parking. **In addition, as part of Mitigation Measure #6 (See Section 4.0), during construction of the RITC, up to 581 parking spaces in an underutilized portion of the employee parking area in Parking Lot A will be made temporarily available for use as public parking.** Accordingly, any impact to parking capacity would be less-than-significant.

Chapter 4.0

On Page 56, Mitigation Measure #2, the following addition will be made:

- **Contractors shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) issued by the Los Angeles Regional Water Quality Control Board as required under the City's National Pollutant Discharge Elimination System (NPDES) permit in so much as this compliance does not violate the terms of the agreement between the Airport Authority and the Los Angeles Regional Water Quality Control Board regarding infiltration of site runoff into the groundwater beneath the proposed Project site. The SUSMP includes implementation of Best Management Practices during the construction period and post-construction for sediment control, erosion control, and general site management.**

On Page 56, the following mitigation measure, Mitigation Measure #6, will be added:

To further address any potential reduction in public parking capacity that may occur during construction of the RITC, the Authority shall make additional parking temporarily available to Airport patrons. Up to 581 parking spaces in an underutilized portion of the employee parking lot in Parking Lot A shall be made available for this purpose. Upon completion of the RITC, temporary patron parking in Parking Lot A will revert to employee parking only.

Appendix B

On Page 19, Section 4.2, the following corrections and additions will be made:

4.2 Airport Traffic Growth Rates

The future year operational analysis was prepared for 2012 concurrent with the opening of the RITC. For purposes of estimating future airport related traffic volumes, it was assumed that peak hour airport-related traffic volumes would increase in proportion to the forecasted growth in annual Originating and Destination (O&D) airline passenger activity from 2009 to 2012. **Table 9** summarizes historical and forecast ~~airline~~-enplaned passenger activity, **which includes connecting passengers. Given that connecting activity at the Airport is on the order of 1 percent of total enplanements, it is anticipated that annual growth rate for O&D passengers would be the same as the annual growth rate for total enplanements.** Based on information presented in the table, it is assumed that airline passenger activity **and, correspondingly, roadway traffic volumes** will increase by a total of 2.3 percent from 2009 to 2012 (i.e., 1.023 = 2,663,660 / 2,603,790). This forecast increase in airline passenger activity is not induced by the proposed Project, as the proposed project will not increase the size of the passenger terminal, provide additional aircraft parking positions, or facilitate additional airline service. Instead, this forecast growth is attributed to and reflects the historical increase in the demand for such services through the growth of the surrounding communities, both in terms of population and job creation.

Table 9

Historical and Forecast Annual **Enplaned** Airline Passenger Activity

Year	Total O&D Enplaned Passengers ^{1/}	Percent Change from Previous Year
Historical^{2/}		
2006	2,800,680 2,830,684	---
2007	2,846,990 2,878,651	1.65 1.69%
2008	2,860,880 2,885,950	0.49 0.25%
Forecast^{3/}		
2009	2,603,790	-8.99%
2010	2,586,167	-0.68%
2011	2,624,614	1.49%
2012	2,663,660	1.49%

Notes:

1/ **Total enplaned passengers include connecting passengers.**

1/2/ **2006-2008 data based on historical data for fiscal year ending June 30 (Source: Table III.3, November 4, 2008, Jacobs Consultancy).**

3/ **2009-2012 data based on forecasted data for fiscal year ending September 30 (Source: Federal Aviation Administration, APO TAF Quick Data Summary Report – Facility, For National Forecast 2008 – 2008 Scenario)**

2/ **Origin Destination Passengers**

Source: U.S. DOT, Schedules T-3 and T-100; Air Passenger Origin-Destination Survey, reconciled to Schedules T-100 and 298C-T1, and FAA National Forecast 2008. As noted above.

Prepared by: Ricondo and Associates, Inc., August 2009.

As noted in the table, the FAA Terminal Area Forecast (TAF) indicated the Airport would accommodate approximately 2,604,000 enplaned passengers in 2009 (for the 12-month period ending September 30, 2009). The monthly enplaned passenger data presented previously in Table 3 indicates the Airport accommodated a total of 2,521,000 enplaned passengers for the 12-month period ending March 2009. Although these actual monthly data total to an annual enplanement level that is about 3.1 percent lower than the 2009 estimate; the information cannot be directly compared given they do not share the same end dates and the data sources comprising these two independent estimates may not be consistent. However, given these data are relatively close in magnitude, it was determined that the TAF forecast growth rate should be used as the basis for estimating future traffic activity. Furthermore, the impact of the current recession will likely result in little (if any) passenger growth in the next 6 to 12 months and the 2012 forecast (which was prepared in 2008) could potentially be revised downward to reflect changes in the economy that occurred subsequent to the preparation of the forecast. However, to provide a conservative approach to estimating potential impacts, it has been assumed that the incremental growth depicted in the forecast will occur.