

Public Draft

2311 N. HOLLYWOOD WAY PROJECT

Sustainable Communities Environmental Assessment

Prepared for
City of Burbank

July 2021



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Sustainable Communities Environmental Assessment

Prepared for
City of Burbank
Community Development Department
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July 2021

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EXECUTIVE SUMMARY

2311 N. Hollywood Way Project Sustainable Communities Environmental Assessment

Senate Bill 375

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, to outline growth strategies and better integrate regional land use and transportation planning, which will help the State meet its greenhouse gas reduction mandates. SB 375 requires that the State’s 18 metropolitan planning organizations incorporate a “sustainable communities strategy” with their respective regional transportation plans to achieve their respective region’s greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

For the SCAG region, pursuant to SB 375, CARB set greenhouse gas (GHG) emissions reduction targets that were updated in 2018 to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions, which became effective October 1, 2018.¹

On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS outlines strategies that meet or exceed these targets set by CARB.² For the SCAG region, CARB gas set greenhouse gas reduction target to 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. On June 28, 2016, pursuant to California Government Code Section 65080(b)(2)(J)(ii), CARB accepted SCAG’s determination that its 2016 RTP/SCS would, if implemented, achieve CARB’s applicable GHG reduction targets.³

The 2020–2045 RTP/SCS (2020 RTP/SCS), also referred to as Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California

¹ California Air Resources Board, SB 375 Regional Plan Climate Targets, <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>, accessed April 2, 2021.

² Southern California Association of Governments, *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy*, Introduction, April 19, 2012, <http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS.pdf>, accessed April 2, 2021.

³ California Air Resources Board, Executive Order No. G-16-066, https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf, accessed April 2, 2021.

Association of Governments, was adopted by SCAG on September 3, 2020.⁴ In addition to the greenhouse gas reduction targets set by CARB, the 2020 RTP/SCS includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045, as well as the establishment of a transportation investment strategy for the region.⁵ These land use strategies are directly tied to supporting GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and high quality transit areas (HQTAs). The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. As a Land Use Tool, the 2020 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, transit priority areas (TPAs), HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045.

Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (Public Resources Code [PRC] Section 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2016 and 2020 RTP/SCS's;
2. Contains at least 50 percent residential use, based on total building square footage and if, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and
4. Is located within 0.5 miles of a major transit stop or high-quality transit corridor included in the 2016 and 2020 RTP/SCS.

Project Description

The subject of this SCEA is a proposed mixed-use development known as the 2311 N. Hollywood Way Project. The Project Site is bound by Vanowen Street to the north, N. Hollywood Way to the east, Valhalla Drive to the south, and commercial uses and Valhalla Memorial Park to the west. The Project Site is located in an urbanized area and the surrounding land uses include airport,

⁴ Southern California Association of Governments, *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176, accessed April 2, 2021.

⁵ Southern California Association of Governments, *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

commercial, office, medical, educational, open space, and residential uses. The Project Site is developed with an existing Fry's Electronics Store and associated surface parking.

The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 12 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four proposed buildings. Office uses would be provided with a five-story building⁶ reaching a maximum of 70 feet 11 inches in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy pursuant to Burbank Municipal Code [BMC] Section 10-1-2107.B.6).⁷ Restaurant and residential uses would be provided within two seven-story buildings reaching a maximum of 75 feet 6 inches for the first residential building and 77 feet 11 inches for the second residential building (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). Approximately 1,500 square feet of restaurant uses would be provided in a free standing one-story building reaching a maximum of 15 feet in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy per BMC) and would be located on the Vanowen Street frontage of the Project Site. The remaining 8,200 square feet of restaurant uses are located along Hollywood Way on the ground floor of the residential buildings. The Project would include a total building area of 937,613 square feet and would have a floor area ratio (FAR) of 2.1.

The Project Site (when measured from the northernmost Project Site boundary) is located 554 feet (0.10 miles) southeast of the Burbank Airport – South Metrolink Station, and is therefore, within a Transit Priority Area (TPA).

A total of 1,613 vehicular parking spaces would be provided within three parking structures and a small surface parking area. Each residential parking structure would have a small portion of subterranean parking located under each of the residential parking structures. Each subterranean portion would contain approximately 26 vehicular parking spaces. In addition, the Project would provide 13 short-term bicycle parking spaces and 38 long-term bicycle parking spaces for the residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the office uses.

The Project includes the development of both common open space and private open space throughout the Project Site. The two residential buildings would be separated by the 9,000-square-foot east-west paseo and the residential buildings would be separated from the commercial uses to the west by an 8,000-square-foot north-south paseo. Common open space provided within the residential buildings include: courtyards; a residential pool deck within each residential building; eight plazas located on the ground floor; and a plaza located on the ground floor within Residential Building 2 that would face Valhalla Drive. These common open space areas would total 88,000 square feet. In addition, 43,100 square feet of private open space, in the form of balconies, would

⁶ Under an alternative configuration, the office component would comprise four four-story buildings with a height of approximately 60 feet and a total floor area of 84,900 square feet. This SCEA analyzes the five-story, 151,800-square-foot configuration only as it would have relatively greater environmental impacts as compared to the smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

⁷ This height is measured from the ceiling of the highest floor to the average grade pursuant to Burbank Municipal Code Section 10-1-2107.B.6.

be provided throughout the residential buildings. The perimeter of the Project Site would also be landscaped with drought tolerant landscaping.

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

Development Review for projects meeting the criteria in California Environmental Quality Act (CEQA) Guidelines Section 15206, and as amended from time to time, shall be deemed to be of statewide, regional, or areawide significance, and shall be processed in accordance the Burbank Municipal Code;

Development Review for construction of a structure in the C-3 Zone that is more than 1,000 square feet”

Density Bonus Review for affordable housing density bonus, incentives for increased building height and reduced open space, and a waiver to permit residential uses without ground floor commercial under the State Density Bonus Law;

Conditional Use Permit to allow residential uses over ground floor commercial;

Parcel Map;

Los Angeles County Airport Land Use Commission Review, as necessary; and

Other approvals as needed.

SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIRs (SCAG’s 2016–2040 RTP/SCS Program EIR and 2020–2045 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.

5. The SCEA may be approved by the lead agency after the lead agency’s legislative body conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency’s decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

Required Findings

Based on a review of the entire administrative record, the City of Burbank has determined that the Project qualifies for a SCEA, based on the following criteria:

1. The Project qualifies as a TPP pursuant to PRC Section 21155(b) because it contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan;
2. The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
3. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in the RTP/SCS prepared by SCAG;
4. The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2016–2040 RTP/SCS Program EIR, the 2020–2045 RTP/SCS Program EIR, and the Burbank General Plan Program EIR;
5. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study; and
6. With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

Therefore, the City of Burbank finds that the Project complies with the requirements of CEQA for using a SCEA as authorized pursuant to PRC Section 21155.2(b).

Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

Chapter 1: Introduction. This chapter provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

Chapter 2: Project Description. This chapter provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.

Chapter 3: SCEA Criteria and TPP Consistency Analysis. This chapter includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California PRC Sections 21155.2 and 21159.28(a).

Chapter 4: Mitigation Measures from Prior EIRs. This chapter identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Programs (MMRP) for SCAG's 2016–2040 RTP/SCS Program EIR, SCAG's 2020–2045 RTP/SCS Program EIR, and the Burbank General Plan Program EIR, and a discussion of the applicability of the mitigation measures to the Project.

Chapter 5: Initial Study and Environmental Analysis. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Appendices. Includes various documents, technical reports, and information used in preparation of the SCEA.

CHAPTER 1

Introduction

1.1 Project Summary

NHW Investors, LLC (the Applicant) proposes a new mixed-use development (Project) on an approximately 10.43-acre (454,286-square-foot) site (Project Site) located at 2311 N. Hollywood Way within the City of Burbank (City). The Project Site is bound by Vanowen Street to the north, N. Hollywood Way to the east, Valhalla Drive to the south, and commercial uses and Valhalla Memorial Park to the west. The Project Site is developed with an existing Fry's Electronics Store and associated surface parking. The Project Site is located within the Airport Land Use Plan Noise Contour Zone for the Hollywood-Burbank Airport. The Project Site is also located within a Transit Priority Area (TPA), which is defined by Public Resources Code (PRC) Section 21099 as an area within 0.5 miles of an existing or planned major transit stop, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

The Project would construct a mixed-use development within four proposed buildings, consisting of 862 residential units (including 12 live/work units and 80 Very Low Income units, or 13.2 percent of the base density), 151,800 square feet of office uses, and 9,700 square feet of restaurant uses. Office uses would be provided with a five-story building¹ reaching a maximum of 70 feet 11 inches in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy pursuant to Burbank Municipal Code [BMC] Section 10-1-2107.B.6).² Restaurant and residential uses would be provided within two seven-story buildings reaching a maximum of 75 feet 6 inches for the first residential building and 77 feet 11 inches for the second residential building (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). Approximately 1,500 square feet of restaurant uses would be provided in a free standing one-story building reaching a maximum of 15 feet in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy per BMC) and would be located on the Vanowen Street frontage of the Project Site. The remaining 8,200 square feet of restaurant uses are located along Hollywood Way on the ground floor of the residential buildings. The Project would include a total building area of 937,613 square feet and would have a floor area ratio (FAR) of 2.1.

¹ Under an alternative configuration, the office component would comprise four four-story buildings with a height of approximately 60 feet and a total floor area of 84,900 square feet. This SCEA analyzes the five-story, 151,800-smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

² This height is measured from the ceiling of the highest floor to the average grade pursuant to Burbank Municipal Code Section 10-1-2107.B.6.

The Project Site (when measured from the southernmost Project Site boundary) is located approximately 140 feet (0.02 miles) north of a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the BurbankBus NoHo-Airport Route. The Project Site (when measured from the northernmost Project Site boundary) is also located approximately 264 feet (0.05 miles) southwest of a bus stop located the intersection of Empire Avenue and N. Hollywood Way and serves Metro Lines 94 and 165 buses. In addition, the Project Site (when measured from the northernmost Project Site boundary) is located 554 feet (0.10 miles) southeast of the Burbank Airport – South Metrolink Station.

The Project includes the development of both common open space and private open space throughout the Project Site. The two residential buildings would be separated by a 9,000-square foot east-west paseo (Fry’s Way Plaza) and the office building would be separated from the residential buildings by an 8,000-square-foot north-south paseo. Common open space provided within the two residential buildings include: three courtyards on Level 2; a residential pool deck within each residential building on Level 6; eight plazas located on the ground floor nestled between the two residential buildings facing inward towards the proposed Fry’s Way; and a plaza located on the ground floor within Residential Building 2 that would face Valhalla Drive. These common open space areas would total 88,000 square feet, of which a minimum of 12,300 square feet would be landscaped. The common open spaces areas would generally include landscaping, benches, and hardscape. In addition, 43,100 square feet of private open space, in the form of balconies, would be provided throughout the residential buildings. The perimeter of the Project Site would also be landscaped with drought tolerant landscaping. An art mural would also be provided along Vanowen Street. In total, the Project would provide 125,100 square feet of open space.

A total of 1,613 vehicular parking spaces would be provided within three parking structures and a small surface parking area. Each residential parking structure would have a small portion of subterranean parking located under each of the residential parking structures. Each subterranean portion would contain approximately 26 vehicular parking spaces. The proposed five-story office parking structure, located directly adjacent to and west of the proposed office building would include a total of 455 vehicular parking spaces. An ingress/egress driveway would be provided along Valhalla Drive. The Project would provide 7 short-term bicycle parking spaces and 20 long-term bicycle parking spaces for the residential uses and 12 long-term bicycle parking spaces for the office uses.

Construction of the Project would commence as early as July 2022. Construction would be completed as early as December 2025. Construction of the Project would require excavation to a maximum depth of 9 feet below grade for footings and foundation. Earthwork would require a net export of 22,000 cubic yards (cy) of soil. Construction staging would be entirely internal to the Project Site. Construction trucks would exit the I-5 and travel south on N. Hollywood Way and enter the Project Site via Valhalla Drive. Construction trucks leaving the Project Site would exit via Valhalla Drive and travel north on N. Hollywood Way to reach the I-5.

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

Development Review for projects meeting the criteria in California Environmental Quality Act (“CEQA”) Guidelines Section 15206, and as amended from time to time, shall be deemed to be of statewide, regional, or areawide significance, and shall be processed in accordance with the Burbank Municipal Code.

Development Review for construction of a structure in the C-3 Zone that is more than 1,000 square feet;

Density Bonus Review for affordable housing density bonus, incentives for increased building height and reduced open space, and a waiver to permit residential uses without ground floor commercial under the State Density Bonus Law;

Conditional Use Permit to allow residential uses over ground floor commercial;

Parcel Map;

Los Angeles County Airport Land Use Commission Review, as necessary; and

Other approvals as needed.

1.2 Background Information on Senate Bill 375 and the SCEA

The State of California adopted Senate Bill (SB) 375, also known as “The Sustainable Communities and Climate Protection Act of 2008,” which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations to incorporate a “sustainable communities strategy” (SCS) into the regional transportation plans (RTP) to achieve their respective region’s greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the Sustainable Communities Environmental Assessment (SCEA).

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On April 7, 2016, SCAG’s Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 28, 2016, CARB officially determined that the 2016 RTP/SCS would achieve CARB’s 2020 and 2035 GHG emission reduction targets. These targets were updated in 2018 to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions, which became effective October 1, 2018.

On September 3, 2020, SCAG’s Regional Council approved and adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTPSCS) which, similar to the 2016 RTP/SCS, sets forth goals, policies, and programs intended to reduce GHG emissions, improve active transportation, and promote development near existing transportation networks. On October 30, 2020, CARB signed Executive Order G-20-239, which determined that the Final 2020 RTP/SCS would achieve CARB’s 2035 GHG emission reduction target. Collectively, the 2016 and 2020 RTP/SCS demonstrate how the SCAG region will achieve CARB’s identified GHG reduction targets, and for this reason, this SCEA addresses the consistency of the Project with both plans.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for “transit priority projects” (as described below) that are consistent with SCAG’s RTP/SCS.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC Section 21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020–2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and
4. Is within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR (SCAG’s 2016 and 2020 RTP/SCS Program EIR and the Burbank2035 General Plan Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact

has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.

3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

Based on a review of the entire administrative record, the City of Burbank has determined that the Project qualifies for a SCEA, based on the following criteria:

1. The Project qualifies as a TPP pursuant to PRC Section 21155(b) because it contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan;
2. The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
3. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in the RTP/SCS prepared by SCAG;
4. The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2016 RTP/SCS Program EIR, the 2020 RTP/SCS Program EIR, and the Burbank2035 General Plan Program EIR;
5. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study; and
6. With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

Therefore, the City of Burbank finds that the Project complies with the requirements of CEQA for using a SCEA as authorized pursuant to PRC Section 21155.2(b).

1.6 Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

Executive Summary: This chapter provides a summary of SB 375, the TPP criteria, a summary of the Project Description, a summary of the environmental analysis and conclusions, and a table containing the mitigation measures proposed.

Chapter 1: Introduction. This chapter provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

Chapter 2: Project Description. This chapter provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.

Chapter 3: SCEA Criteria and TPP Consistency Analysis. This chapter includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California PRC Sections 21155.2, and 21159.28(a).

Chapter 4: Mitigation Measures from Prior EIRs. This chapter identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Programs (MMRP) for SCAG's 2016 RTP/SCS Program EIR, the 2020 RTP/SCS Program EIR, and the Burbank2035 General Plan Program EIR and a discussion of the applicability of the mitigation measures to the Project.

Chapter 5: Initial Study and Environmental Analysis. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Chapter 6: References. This chapter lists the references and sources used in the preparation of this SCEA.

Appendices. Includes various documents, technical reports, and information used in preparation of the SCEA.

CHAPTER 2

Project Description

2.1 Introduction

NHW Investors LLC (the Applicant) proposes a new mixed-use development (Project) on an approximately 10.43-acre (454,286-square-foot) site (Project Site) located at 2311 N. Hollywood Way within the City of Burbank (City). The Project Site is developed with an existing Fry's Electronics Store and associated surface parking. The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 12 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four proposed buildings. Office uses would be provided with a five-story building¹ reaching a maximum of 70 feet 11 inches in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy pursuant to Burbank Municipal Code [BMC] Section 10-1-2107.B.6).² Restaurant and residential uses would be provided within two seven-story buildings reaching a maximum of 75 feet 6 inches for the first residential building and 77 feet 11 inches for the second residential building (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). Approximately 1,500 square feet of restaurant uses would be provided in a free standing one-story building reaching a maximum of 15 feet in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy per BMC) and would be located on the Vanowen Street frontage of the Project Site. The remaining 8,200 square feet of restaurant uses are located along Hollywood Way on the ground floor of the residential buildings. The Project would include a total building area of 937,613 square feet and would have a floor area ratio (FAR) of 2.1.

2.2 Project Location and Surrounding Uses

The Project Site, which consists of one legal lot (Assessor's Parcel Number [APN] No. 2463-001-019), is located at 2311 N. Hollywood Way. The Project Site is bound by Vanowen Street to the north, N. Hollywood Way to the east, Valhalla Drive to the south, and commercial uses and Valhalla Memorial Park to the west.

¹ Under an alternative configuration, the office component would comprise four four-story buildings with a height of approximately 60 feet and a total floor area of 84,900 square feet. This SCEA analyzes the five-story, 151,800-square-foot configuration only as it would have relatively greater environmental impacts as compared to the smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

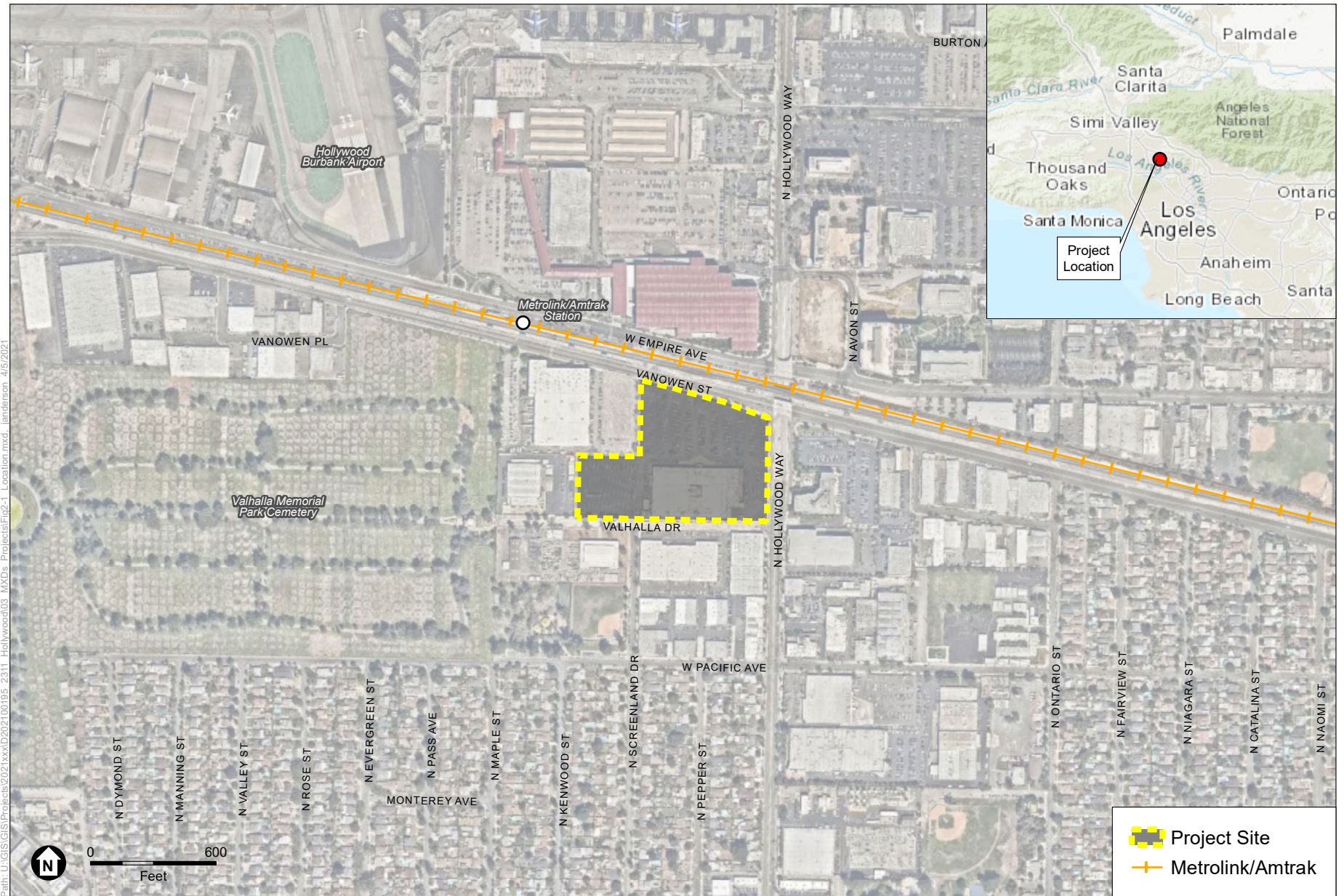
² This height is measured from the ceiling of the highest floor to the average grade pursuant to Burbank Municipal Code (BMC) Section 10-1-2107.B.6.

Local access is provided to the Project Site via Vanowen Street, N. Hollywood Way, and Valhalla Drive, which form the northern, eastern, and southern boundaries of the Project Site, respectively. Regional access to the Project Site is provided by Interstate 5 (I-5), which runs north–south, and is located approximately 1.14 miles east and 1.4 miles north of the Project Site; State Route 134 (SR 134), which runs east–west, and is located approximately 2.61 miles south of the Project Site; and State Route 170 (SR 170), which runs north–south, and is located approximately 3.02 miles west of the Project Site. The general vicinity and relationship of the Project Site to surrounding streets is illustrated in **Figure 2-1**.

As shown in **Figure 2-2**, the Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, office, medical, educational, open space, and residential uses.

North of Vanowen Street, is the existing rail line, and Empire Avenue, which run parallel to each other, uses include rental car uses, several fast-food restaurant uses, and associated parking areas, comprising of surface parking lots and a four-story parking structure. The Hollywood-Burbank Airport is also located approximately 1,035 feet (0.2 miles) northwest of the Project Site when measured from the northwest corner of the Project Site to the southeast corner of the Hollywood-Burbank Airport. Other uses located north/northeast of the Project Site include office, hotel, and medical use and associated parking areas. To the east of the Project Site, uses include a bank, public storage, medical uses, and other low-rise commercial uses along N. Hollywood Way and Vanowen Street. An elementary school is located approximately 0.15 miles (804 feet) east of the Project Site, east of the commercial uses. Low-rise commercial uses are located to the south of the Project Site across Valhalla Drive. The Larry L. Maxam Memorial Park is located 0.06 miles (315 feet) south of the Project Site, south of the Army National Guard office located along Valhalla Drive. Commercial uses are located immediately adjacent to and west of the Project Site with the Pierce Brothers Valhalla Memorial Park and Mortuary located just beyond these commercial uses, approximately 380 feet (0.1 mile) to the west of the Project Site. Residential uses are located to the east and south of the Project Site, with the closest residential uses located 0.13 miles (700 feet) south of the Project Site on W. Pacific Avenue.

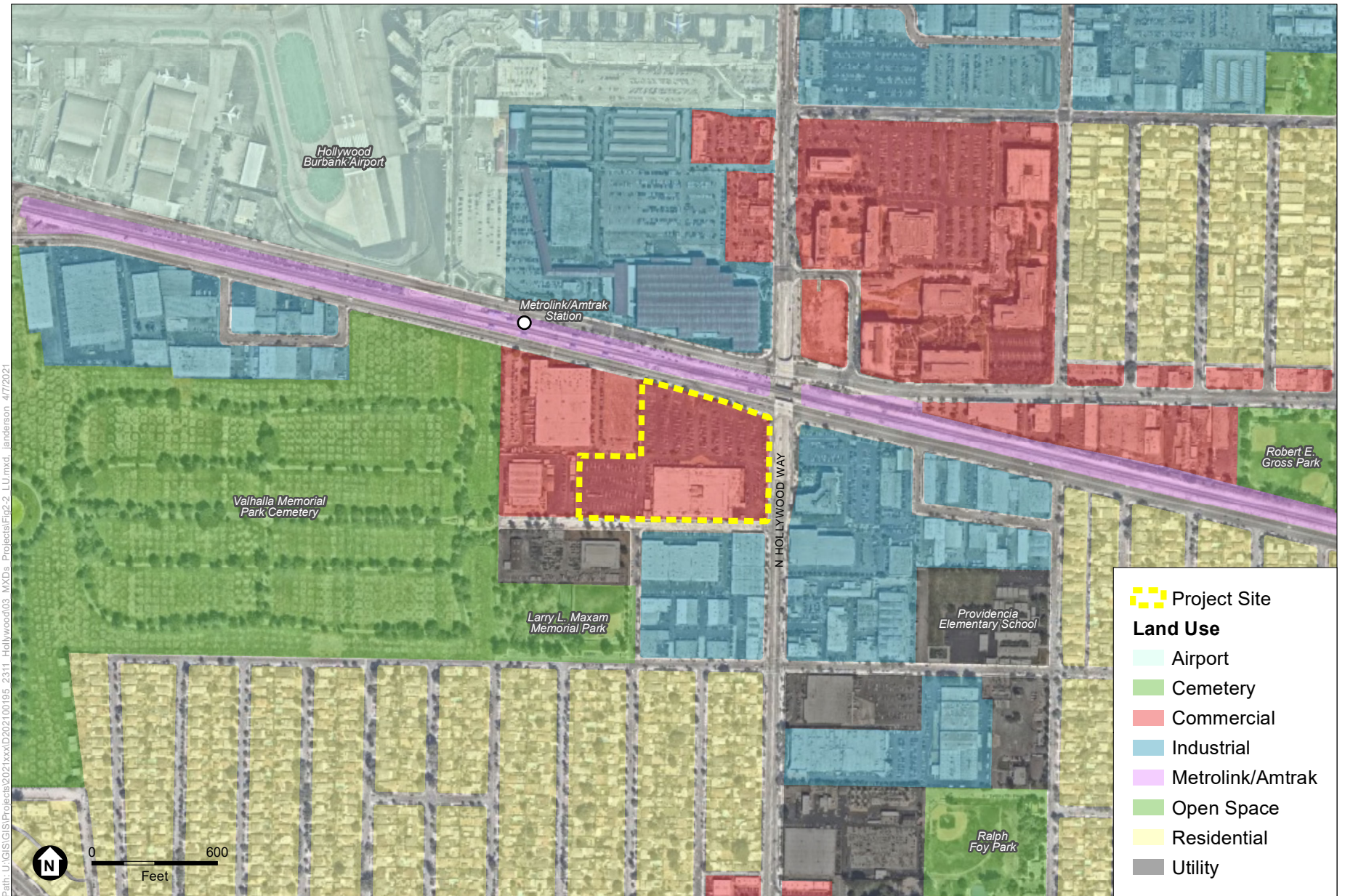
The Project Site (when measured from the southernmost Project Site boundary) is located approximately 140 feet (0.02 miles) north of a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the BurbankBus NoHo-Airport Route. The Project Site (when measured from the northernmost Project Site boundary) is also located approximately 264 feet (0.05 miles) southwest of a bus stop located the intersection of Empire Avenue and N. Hollywood Way and serves Metro Lines 94 and 165 buses. In addition, the Project Site (when measured from the northernmost Project Site boundary) is located 554 feet (0.10 mile) southeast of the Burbank Airport – South Metrolink Station.



SOURCE: Mapbox; Los Angeles County, 2020.

2311 N. Hollywood Way Project

Figure 2-1
Regional and Site Location Map



SOURCE: Mapbox; Los Angeles County, 2020.

2311 N. Hollywood Way Project

Figure 2-2
Aerial Photograph with Surrounding Land Uses

The Project Site is located within the Airport Land Use Plan Noise Contour Zone for the Hollywood-Burbank Airport. The Project Site is also located within a Transit Priority Area (TPA), which is defined by Public Resources Code (PRC) Section 21099 as an area within 0.5 miles of an existing or planned major transit stop, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Code of Federal Regulations Title 23, Section 450.216 or 450.322.

2.3 Existing Conditions on Project Site

The Project Site consists of one parcel (Assessor Parcel Number [APN] 2463-001-019) totaling 10.43 acres (454,286 square feet). The Project Site is currently developed with a large commercial building that was constructed in 1962 and has housed the existing Fry's Electronics Store since 1995. Two additional ancillary structures are also located on the Project Site, including an abandoned heating, ventilation, and air conditioning (HVAC) system housing and a non-operational automotive stereo installation garage. Both ancillary structures located immediately to the west of the commercial building. The commercial building and ancillary structures located on the Project Site total approximately 105,626 square feet. The Project Site also includes a loading dock, associated surface parking and walkways, and ornamental landscaping. The Project Site is currently developed with approximately 45 on-site trees and 14 trees in the City's right-of-way.³

The Project Site is located within the Commercial General Business Zone (C-3) and has a General Plan Land Use Designation of Regional Commercial.

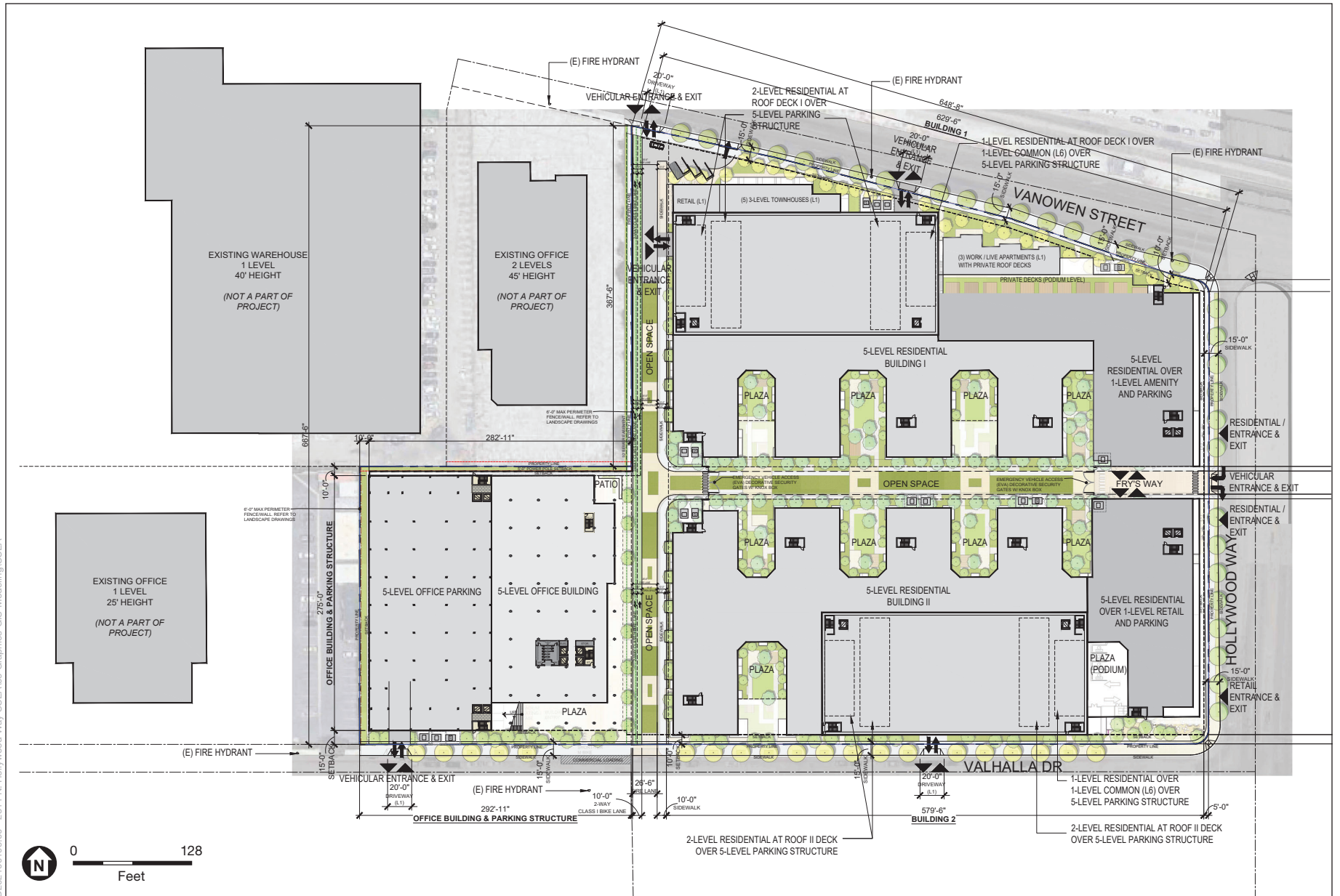
2.4 Description of Project

The Project would construct a mixed-use development with office, commercial, and residential uses within four proposed buildings. **Figure 2-3** shows the proposed layout of the Project Site. As detailed in **Table 2-1**, the Project would develop a total of approximately 937,613 square feet of office, commercial, and residential uses across the Project Site, as well as open publicly accessible areas.

³ Carlberg Associates, Tree Inventory Report 2311 Hollywood Way, May 25, 2021. Provided in Appendix B of this SCEA.

**TABLE 2-1
 PROPOSED DEVELOPMENT PROGRAM**

Total Square Footage (Across Project Site)	
Uses	
Non-Residential Uses	
Office	151,800 square feet
Commercial	9,700 square feet
<i>Subtotal Non-residential Uses</i>	<i>161,500 square feet</i>
Residential Uses	
Studio (338 units)	171,450 square feet
1-Bedroom (364 units)	280,614 square feet
1-Bedroom Live/Work (1 unit)	1,900 square feet
2-Bedroom (128 units)	146,178 square feet
2-Bedroom Live/Work (5 units)	8,681 square feet
3-Bedroom (20 units)	28,000 square feet
3-Bedroom Townhouse ^b (6 units)	10,380 square feet
Common Amenities	11,000 square feet
Residential Lobbies	4,510 square feet
Circulation	113,400 square feet
<i>Subtotal Residential Uses</i>	<i>862 units 776,113 square feet</i>
Total Uses	937,613 square feet
Vehicle Parking	
Residential Required per BMC	431 vehicle parking spaces
Residential Provided ^a	1,125 vehicle spaces
Restaurant Required per BMC	32 vehicle parking spaces
Restaurant Provided	32 vehicle parking spaces
Office Required	456 vehicle parking spaces
Office Provided	456 vehicle parking spaces
Total Required per BMC	919 vehicle parking spaces
Total Spaces Provided	1,613 vehicle parking spaces
Open Space	
East–West Paseo	9,000 square feet
North–South Paseo	8,000 square feet
Three (3) Courtyards on Level 2 Podium and Deck	10,000 square feet
Two (2) Residential Pool Decks on Level 6	34,000 square feet
Plazas on Level 1	27,000 square feet
Private Open Space (Balconies)	43,100 square feet
Total Open Space Provided	131,100 square feet
SOURCE: Urban Architecture Lab, 2021.	
NOTES:	
^a The Project Applicant has elected, pursuant to Assembly Bill [AB] 2345, to provide 1,125 residential parking spaces.	
^b Townhome units are considered live/work units.	



SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2-3
Conceptual Site Plan



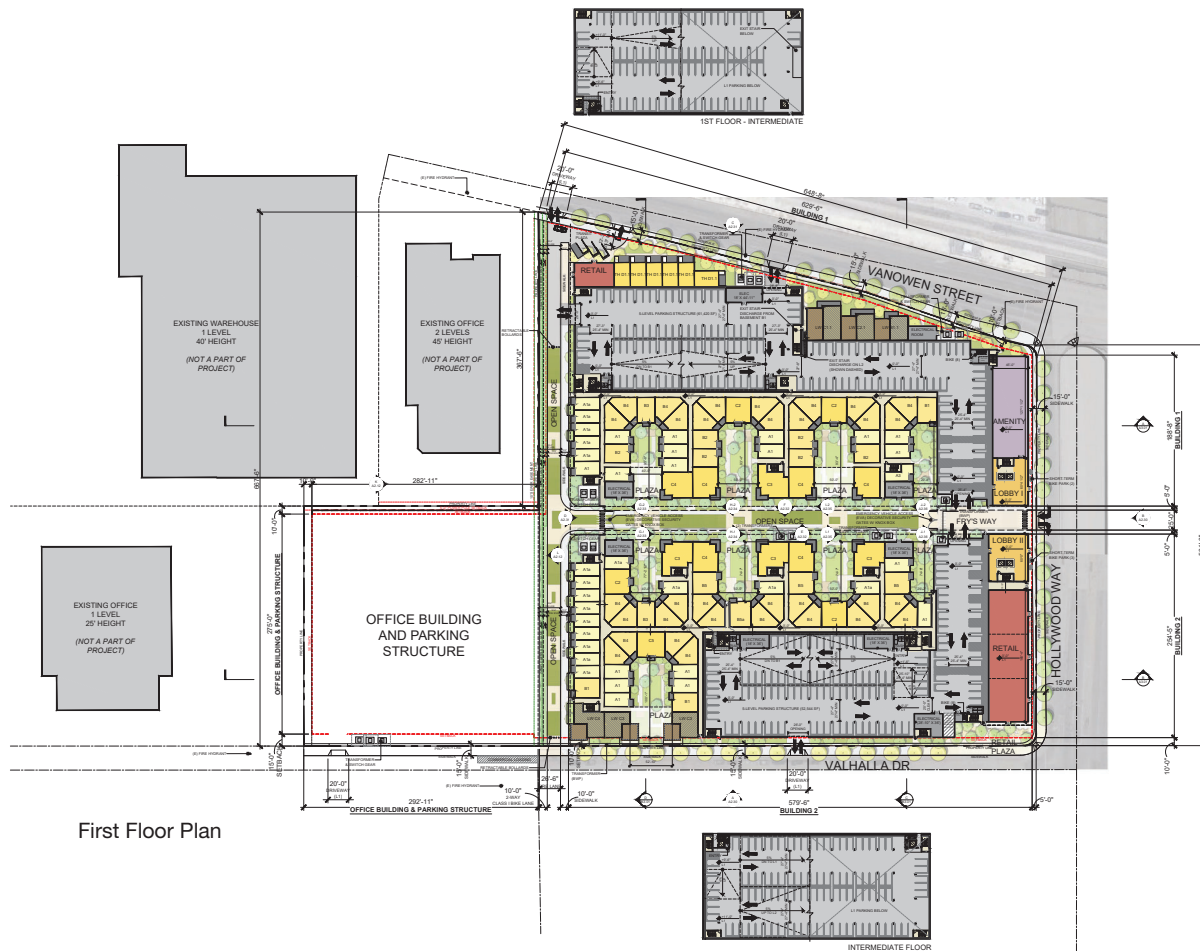
2.4.1 Residential Uses

Residential units would be located within two buildings in the northern (Residential Building 1) and southern (Residential Building 2) halves of the Project Site. The two residential buildings would be separated by a 9,000-square-foot east-west paseo (Fry's Way Plaza) and residential buildings would be separated from the commercial office uses to the east by an 8,000-square-foot north-south paseo. Residential Building 1, located along Vanowen Street, would include 424 residential units and amenity spaces and would reach a maximum height of 75 feet 6 inches (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). The proposed unit mix for Residential Building 1 would include 155 studio units, 202 one-bedroom units, 51 two-bedroom units, and 16 three-bedroom units.

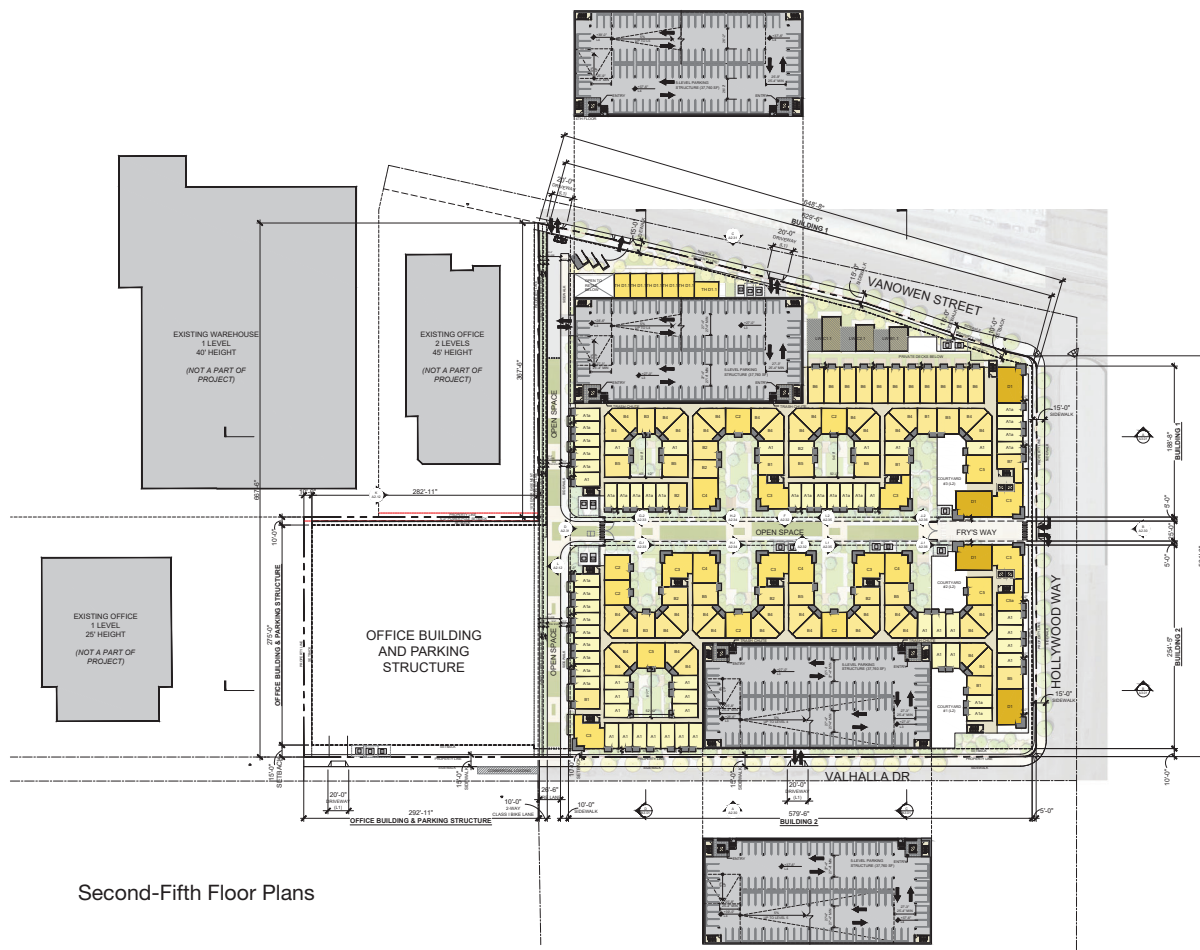
Residential Building 2, located along Valhalla Boulevard, would include 438 residential units and amenity spaces as well as 8,200 square feet of restaurant uses, as described further below under Section 2.4.3, *Restaurant Uses*, and would reach a maximum height of 77 feet 5 inches (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). The proposed unit mix for Residential Building 2 would include 179 studio units, 162 one-bedroom units, 87 two-bedroom units, and 10 three-bedroom units.

As shown in Table 2-1, the Project would provide a total of 338 studio units, 364 one-bedroom units (of which 1 unit would be a live/work unit), 133 two-bedroom units (of which 5 units would be live/work units), and 26 three-bedroom units (of which 6 units would be live/work townhouses). Of the 862 residential units proposed, 80 units, which is approximately 13.2 percent of the base density, would be Very Low Income units that would be deed restricted as affordable housing for 55 years. The residential units and amenities would be built around two five-story parking structures, one located within each residential building.

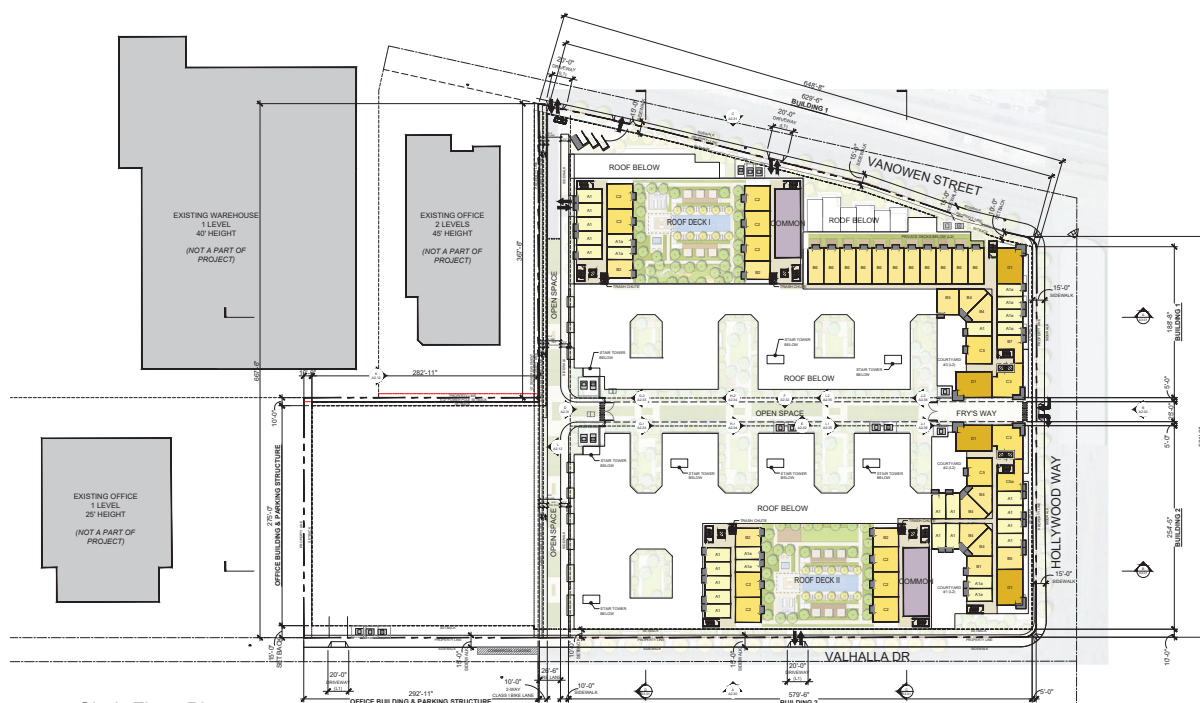
The first floor for both residential buildings would include a mix of residential units, residential lobbies fronting N. Hollywood Way (one lobby for each building) and adjacent to the Fry's Way Plaza, 5,600 square feet of amenity space across two buildings, 9,700 square feet of restaurant uses across two buildings, and parking uses. The second to fifth floors would include a mix of residential units and parking uses. The sixth floor would include a roof deck for each residential building, with the roof deck of Residential Building 1 fronting Vanowen Street and the second roof deck of Residential Building 2 fronting Valhalla Drive. Residential units and other residential amenities spaces would also be provided on the sixth floor. The seventh floor would include additional residential units. **Figure 2-4** provides representative floors plans of the residential buildings.



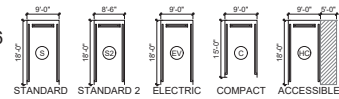
First Floor Plan



Second-Fifth Floor Plans



Sixth Floor Plan



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SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2-4
Representative Floor Plan – Residential Buildings



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2.4.2 Office Uses

The proposed office building⁴ would be located on the southwestern portion of the Project Site. The proposed office building would be approximately five-story reaching a maximum of 70 feet 11 inches in height and would include 151,800 square feet of office uses. The entrance to the proposed office building would be located at the corner of Valhalla Drive and Screenland Way, a proposed internal roadway. The proposed office building would be surrounded by landscaping and a plaza connecting the separate five-story parking structure from the office building. The proposed office building would provide several outdoor gathering areas including a 540-square-foot patio on the ground floor, a 660-square-foot patio on the second floor, two patios totaling 7,759 square feet on the third floor, a 2,059-square-foot patio on the fourth floor, and a 9,260-square-foot patio on the fifth floor. A five-story parking structure providing parking for the office uses would be located directly adjacent to and west of the proposed office building. Both the roof of the proposed office building and associated parking structure would include solar panels. **Figure 2-5** provides representative floors plans of the proposed office building and parking structure.

2.4.3 Restaurant Uses

Restaurant uses would be provided within the ground floor of Residential Building 2 that would front N. Hollywood Way and as a freestanding building north of and adjacent to Residential Building 1 fronting Vanowen Street. Specifically, approximately 8,200 square feet of restaurant uses would be provided within Residential Building 2. The entrance to this commercial space would be provided at the corner of N. Hollywood Way and Valhalla Drive. The proposed freestanding 1,500-square-foot restaurant building, which would reach 15 feet in height (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC), would be located in the northwestern corner of Project Site and the entrance to this building would be located at the corner of Vanowen Street and the proposed Screenland Way. Uses proposed within these restaurant areas on the Project Site could include neighborhood-serving commercial uses, including potential restaurant/bakery space.

2.4.4 Architectural Design

The design of the two residential buildings includes articulated massing and finish material palates from the adjacent residential and light commercial context. The massing and overall plan for the residential buildings is composed of two buildings centered around a series of landscaped courtyards that open alongside Fry's Way, a central linear open space / upgraded fire-lane that includes integrated seating, pathways, bicycle parking, and landscaped amenities. The residential buildings and open space areas are connected by walkways and landscaping. The interconnected "U-shape" of the residential buildings provides for corridors that maximize views and natural light, and provides visual and physical connections from the residential units' patios and balconies to the shared common open space of plazas, courtyards, and California-native and drought-tolerant

⁴ Under an alternative configuration, the office component would comprise four four-story buildings with a height of approximately 60 feet and a total floor area of 84,900 square feet. This SCEA analyzes the five-story, 151,800-square-foot configuration only as it would have relatively greater environmental impacts as compared to the smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

landscaping. The finish material design includes accents of “wood” cement board and contrasting articulated dark and light cement plaster colors that help break the Project down into a series of smaller building pieces to create a pedestrian friendly neighborhood village. Each unit has its own balcony or ground level patio along with access to the shared amenities.

The Project’s perimeter is focused on uses that would engage the sidewalk at a pedestrian scale. The Project’s frontages include live/work units with storefronts and forecourts, two- and three-story live/work townhomes, and restaurant uses along N. Hollywood Way. Additionally, the garage buildings are also clad with similar materials and textures to create a seamless design rhythm along all edges of the Project. The material textures and scale along these edges are in scale with the pedestrian experience of the building. Street-front landscaping further enhances the pedestrian experience and softens the edges of the buildings.

The office building is broken into a distinct series of interior and exterior workspaces that include inside/outside meeting rooms, a landscaped plaza, and exterior covered and uncovered patios. The finish materials for the office building include board and batten siding on an elevated colonnade alongside energy efficient and inset shaded storefront windows, and large scaled recessed windows and arcade openings.

The proposed buildings would be constructed in a contemporary architectural style. The overall design approach would complement the character of the surrounding buildings with building materials such as brick, cement, metal and wood. **Figure 2-6** and **Figure 2-7** provide renderings illustrating the massing and design of the office and residential and commercial buildings proposed on the Project Site, respectively. Building elevations are also illustrated in **Figure 2-8**.

2.4.5 Open Space, Landscaping, and Amenities

The Project includes the development of both common open space and private open space throughout the Project Site. The two residential buildings would be separated by the 9,000-square-foot Fry’s Way Plaza. In addition, 8,000 square feet of pedestrian open space would be provided in a north–south paseo along the western boundary of the Project Site. Common open space provided within the two residential buildings include: three courtyards and a deck on Level 2; a residential pool deck within each residential building on Level 6; eight plazas located on the ground floor nestled between the two residential buildings facing inward towards the proposed Fry’s Way; and a plaza located on the ground floor within Residential Building 2 that would face Valhalla Drive. These common open space areas would total 88,000 square feet, of which a minimum of 13,200 square feet would be landscaped. The common open spaces areas are illustrated in **Figure 2-9**. The common open spaces areas would generally include landscaping, benches, and hardscape. In addition, 43,100 square feet of private open space, in the form of balconies, would be provided throughout the residential buildings. The perimeter of the Project Site would also be landscaped with drought tolerant landscaping. An art mural would also be provided along Vanowen Street. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City’s right-of-way. In total, the Project would provide 131,100 square feet of open space.

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View Looking West from Hollywood Way



View Looking Northwest from the Intersection of Hollywood Way and Valhalla Drive



View Looking Southeast from the Intersection of Vanowen Street and Screenland Way



View Looking Northeast from Valhalla Drive

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SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2-6
Residential Building Renderings





View Looking Southwest from the Intersection of Screenland Way and Fry's Way



View Looking Northwest from the Intersection of Screenland Way and Valhalla Drive



View looking North from Valhalla Drive

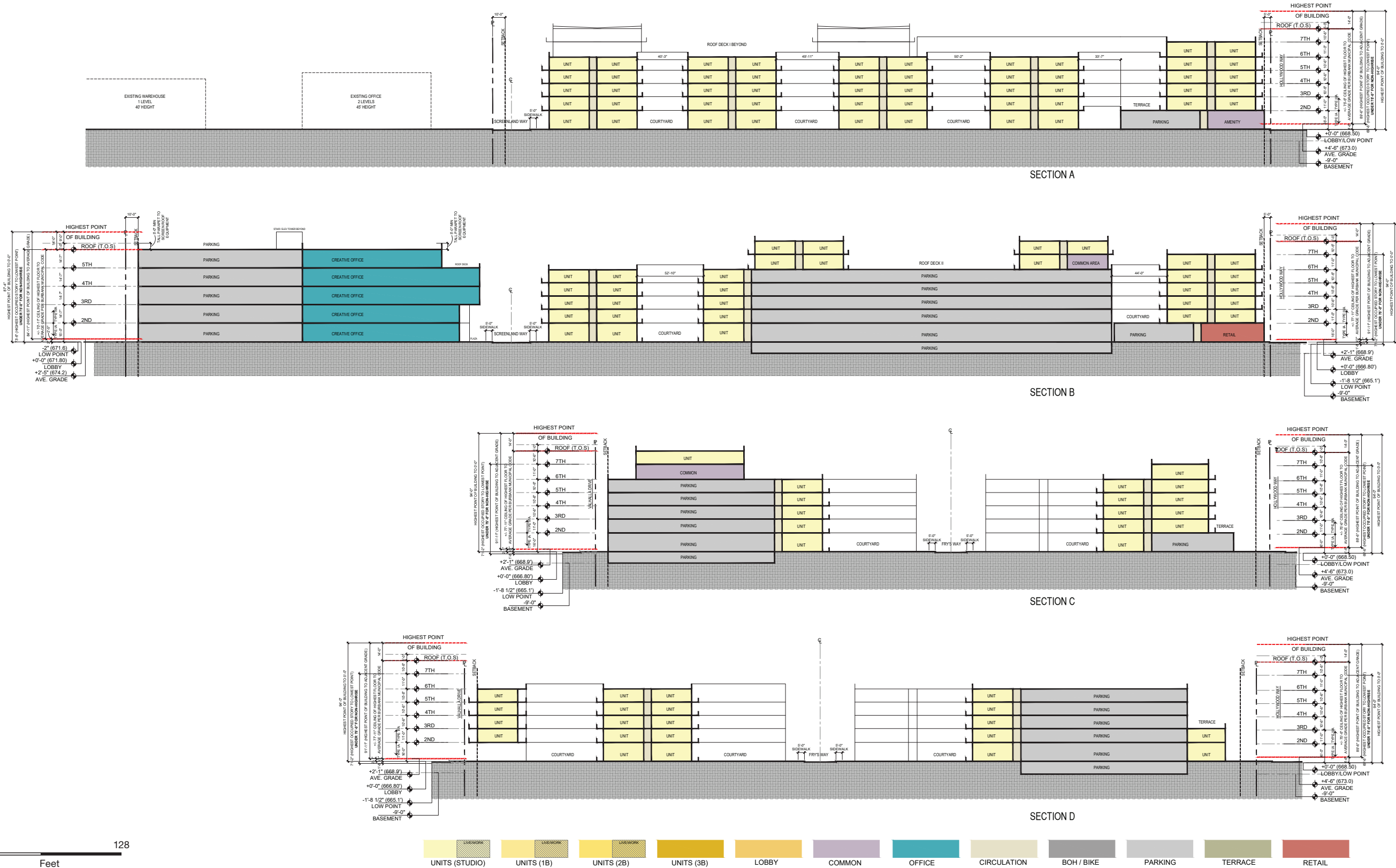
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SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2-7
Office Building Renderings





SOURCE: LaTerra Development, LLC, 2021

2311 N. Hollywood Way Project

Figure 2-8
Project Elevations



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2.4.6 Lighting and Signage

Site signage would be used for Project identity, building identification, pedestrian wayfinding, and security markings. It would be designed and located to be compatible with the architecture and landscaping of the Project. The signage design would employ minimal forms with classic complimentary finishes pulled from the architectural palette, and would emphasize clear wayfinding elements over high-profile branding. All Project signage would comply with the signage permitted under the C-3 Zone.

Pedestrian areas would be well lit for security. Light sources would be exclusively LED, with the possible exceptions of some individual decorative fixtures. The lighting system would be designed to comply with local and federal codes, including 2019 California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards. Exterior Patio/Roof Terrace light levels would be at 1 foot-candle, as required for code egress lighting with photocell and time clock control (with manual override) lighting controls.

2.4.7 Sustainability Features

Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with California Code of Regulations Title 24. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and Fry's Way Plaza and within the various parking structures. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.

2.4.8 Site Security

The Project would incorporate a 24-hour/seven-day video surveillance security program to ensure the safety of its employees, residents, and visitors. The cameras will be located to capture views at the perimeter of the proposed buildings; at main pedestrian and vehicular entries; at plaza, patio, and other outdoor locations; and at stair/elevator lobbies. Site security features would include building access/design to assist in crime prevention efforts and to reduce the demand for police protection services. The Project design would include lighting of entry-ways and public areas for site security purposes.

2.4.9 Parking and Circulation

Recently enacted State law (Assembly Bill [AB] 2345) prohibits, at the request of the developer, a city from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per unit for a development that qualifies for a 35 percent density bonus and is located within 0.5 miles of a major transit stop. The Project meets both criteria. Therefore, the Project applicant could elect to provide only 431 spaces for the Project's residential component. However, a developer is not required to request the full parking reduction allowed and may instead elect to provide more parking to meet projected demand. In this case, the Project Applicant has elected, pursuant to AB 2345, to provide 1,125 residential parking spaces. This amount is below the 1,598 spaces otherwise required by the BMC, but in excess of the minimum allowed under AB 2345.

A total of 1,613 vehicular parking spaces would be provided within three parking structures and a small surface parking area. Each residential parking structure would have a small portion of subterranean parking located under each of the residential parking structures. Each subterranean portion would contain approximately 26 vehicular parking spaces.

The proposed five-story office parking structure, located directly adjacent to and west of the proposed office building would include a total of 456 vehicular parking spaces. An ingress/egress driveway would be provided along Valhalla Drive.

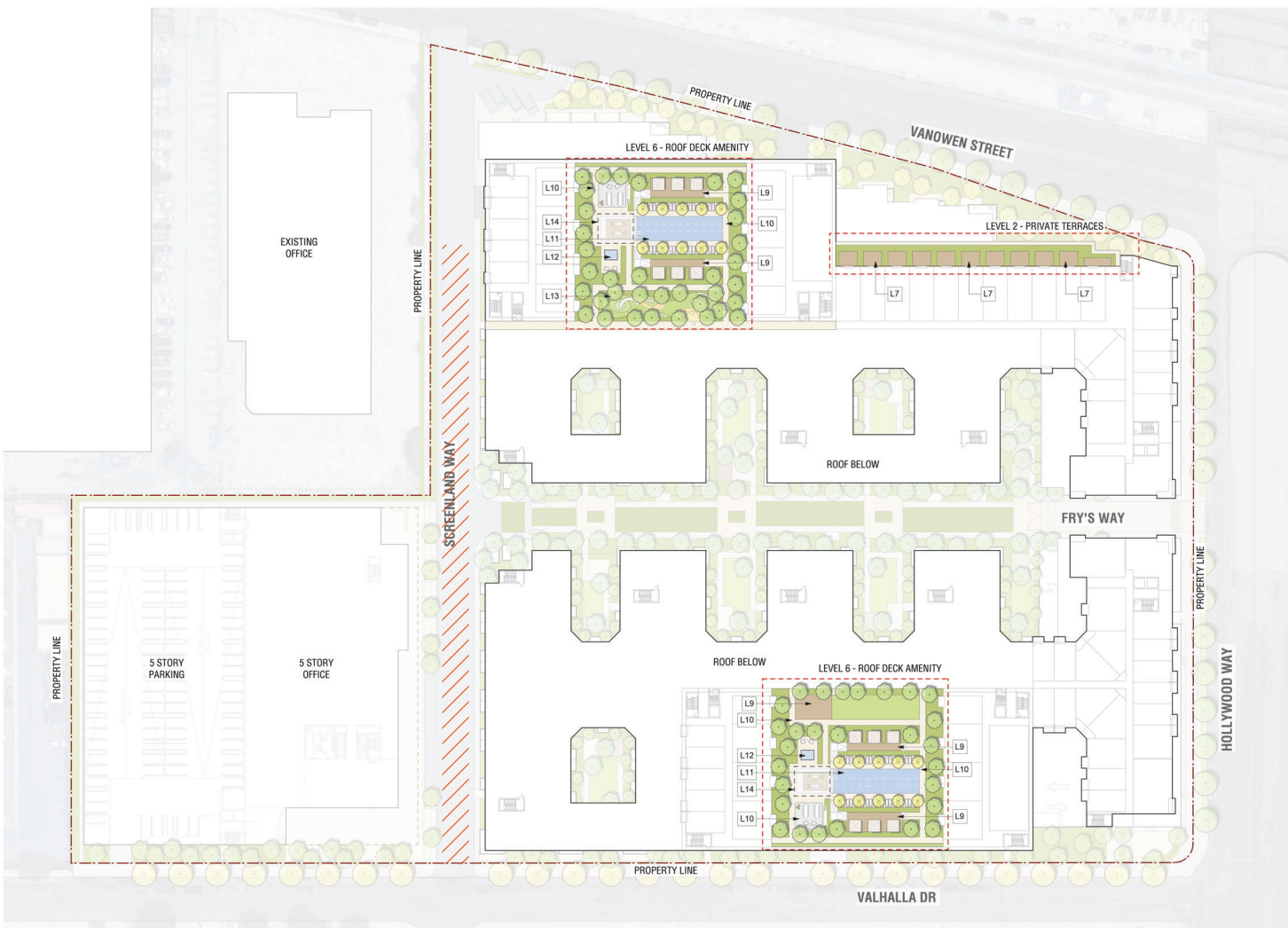
Residential Building 1 would include the construction of a five-story parking structure with a 26 vehicular space subterranean level that would include a total of 543 vehicular parking spaces. Three ingress/egress driveways would be provided: one driveway along Screenland Way, one driveway along Vanowen Street, and one driveway along N. Hollywood Way. Residential Building 2 would also include the construction of a five-story parking structure with a 26 vehicular space subterranean level that would include a total of 589 vehicular parking spaces. Two ingress/egress driveways would be provided: one driveway along Valhalla Drive and one driveway from N. Hollywood Way. The Project would also include a surface parking area containing a total of three parking spaces located at the corner of Screenland Way and Vanowen Street, adjacent to the freestanding commercial building. Ingress would be provided via Screenland Way and egress would be provided via Vanowen Street. A vehicle drop would be provided at the northwestern corner of the Project Site along Vanowen Street.

The Project would include a north-south paseo that would provide pedestrian and bike connection from Vanowen Street to the north to Valhalla Street to the south, and would separate the proposed office from the residential/commercial mixed-use buildings. Ingress/egress would be provided via Vanowen Street and Valhalla Drive.

The Project would provide 13 short-term bicycle parking spaces and 38 long-term bicycle parking spaces for the residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the office uses.



Ground Floor



Second and Sixth Floor



SOURCE: LaTerra Development, LLC, 2021

LEGEND

- L1 - STREET SIDEWALK
- L2 - VEHICULAR ASPHALT PAVING
- L3 - VEHICULAR DECORATIVE PAVING
- L4 - RETAIL PLAZA DECORATIVE PAVING
- L5 - FIRE LANE CONCRETE PAVING
- L6 - RESIDENTIAL COURTYARD DECORATIVE PAVING
- L7 - TENANT PATIO
- L8 - OFFICE COURTYARD DECORATIVE PAVING
- L9 - WOOD DECKING
- L10 - AMENITY AREA DECORATIVE PAVING
- L11 - POOL
- L12 - POOL SPA
- L13 - DOG PARK
- L14 - OVERHEAD SHADE STRUCTURE
- L15 - CLASS II BIKE LANE

PLANT PALETTE

BOTANICAL NAME	COMMON NAME
STREET TREE (60)	
PLATANUS RACEMOSA	WESTERN SYCAMORE
PODOCARPUS SPP.	PODOCARPUS
PROSOPIA SPP.	MESQUITE
QUERCUS AGRIFOLIA	COAST LIVE OAK
TIPUNIA TIPU	TIPU
ULMUS SPP.	ELM
INTERIOR/CANOPY TREE (230)	
ARBUTUS X 'MARINA'	STRAWBERRY TREE
GELERA PARVIFLORA	AUSTRALIAN WILLOW
OLEA SWAN HILL 'MULTI'	SWAN HILL FRUITLESS OLIVE
PHYSCALA CHINENSIS	CHINESE PISTACHE
PLATANUS ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE
PODOCARPUS HENKELII	LONG-LEAFED YELLOW WOOD
QUERCUS ILEX	HOLLY OAK
SCHNUS NELLE	CALIFORNIA PEPPER
TRISTANIA CONFERTA	BRISBANE BOX
ULMUS PARVIFOLIA 'TRU GREEN'	TRUE GREEN CHINESE ELM
ORNAMENTAL PLANTING (59,260 sf)	
AGAVE SPP.	AGAVE
ALOE SPP.	ALOE
CAREX DIVULSA	BERKELEY SEDGE
CELANOTHUS CULTIVARS	CELANOTHUS
DIANELLA SPP.	FLAX LILY
DIETES BICOLOR	FORTNIGHT LILY
JUNCUS PATENS	ELK BLUE CALIFORNIA RUSH
LANTANA MONTIVENSIS (SELLOWIANA)	TRAILING LANTANA
LAVANDULA SPP.	LAVENDER
LEUCOPHYLLUM SPP.	PURPLE SAGE
LIRIOPE MUSCARI	LILY TURF
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
LOMANDRA 'TROPIC BELLE'	TROPIC BELLE MAT RUSH
MUHLENBERGIA DUNOSA	BAMBOO MUHLY
MYOPORUM PARVIFOLIUM & CULTIVARS	MYOPORUM
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE
OLEA EUROPEA MONTRAI	LITTLE OLLIE
PENNISETUM SPATHULATUM	SLENDER VELOUT GRASS
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	ROSEMARY 'HUNTINGTON CARPET'
ROSMARINUS OFFICINALIS 'PROSTRATUS'	TRAILING ROSEMARY
SALVIA GREGGII & HYBRIDS	AUTUMN SAGE
SALVIA LEUCANTHA	MEXICAN RUSH SAGE
SANTOLINA SPP.	LAVANDER COTTON
SENECIO MANDRALISCAE	BLUE CHALK STICKS
SELERIA AUTUMNALIS	WYNYABBE GEM WESTRINGIA
TEUCORIUM CHAMAEDRYS	AUTUMN MOON GRASS
WESTRINGIA 'WYNYABBE GEM'	GERMANDER
TURF (6,500 sf)	
HYBRID BERBERIS GRASS	TURF 500
FIRE LANE / STALOK FIBER (6,600 sf)	
CAREX DIVULSA	BERKELEY SEDGE

Pedestrian Paseo

LEGEND

- L1 - STREET SIDEWALK
- L2 - VEHICULAR ASPHALT PAVING
- L3 - VEHICULAR DECORATIVE PAVING
- L4 - RETAIL PLAZA DECORATIVE PAVING
- L5 - FIRE LANE CONCRETE PAVING
- L6 - RESIDENTIAL COURTYARD DECORATIVE PAVING
- L7 - TENANT PATIO
- L8 - OFFICE COURTYARD DECORATIVE PAVING
- L9 - WOOD DECKING
- L10 - AMENITY AREA DECORATIVE PAVING
- L11 - POOL
- L12 - POOL SPA
- L13 - DOG PARK
- L14 - OVERHEAD SHADE STRUCTURE
- L15 - CLASS II BIKE LANE

PLANT PALETTE

BOTANICAL NAME	COMMON NAME
STREET TREE	
PLATANUS RACEMOSA	WESTERN SYCAMORE
PODOCARPUS SPP.	PODOCARPUS
PROSOPIA SPP.	MESQUITE
QUERCUS AGRIFOLIA	COAST LIVE OAK
TIPUNIA TIPU	TIPU
ULMUS SPP.	ELM
INTERIOR/CANOPY TREE (Level 06 - 84)	
ARBUTUS X 'MARINA'	STRAWBERRY TREE
GELERA PARVIFLORA	AUSTRALIAN WILLOW
OLEA SWAN HILL 'MULTI'	SWAN HILL FRUITLESS OLIVE
PHYSCALA CHINENSIS	CHINESE PISTACHE
PLATANUS ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE
PODOCARPUS HENKELII	LONG-LEAFED YELLOW WOOD
QUERCUS ILEX	HOLLY OAK
SCHNUS NELLE	CALIFORNIA PEPPER
TRISTANIA CONFERTA	BRISBANE BOX
ULMUS PARVIFOLIA 'TRU GREEN'	TRUE GREEN CHINESE ELM
ORNAMENTAL PLANTING (Level 02 - 2,000 sf, Level 06 - 17,300 sf)	
AGAVE SPP.	AGAVE
ALOE SPP.	ALOE
CAREX DIVULSA	BERKELEY SEDGE
CELANOTHUS CULTIVARS	CELANOTHUS
DIANELLA SPP.	FLAX LILY
DIETES BICOLOR	FORTNIGHT LILY
JUNCUS PATENS	ELK BLUE CALIFORNIA RUSH
LANTANA MONTIVENSIS (SELLOWIANA)	TRAILING LANTANA
LAVANDULA SPP.	LAVENDER
LEUCOPHYLLUM SPP.	PURPLE SAGE
LIRIOPE MUSCARI	LILY TURF
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH
LOMANDRA 'TROPIC BELLE'	TROPIC BELLE MAT RUSH
MUHLENBERGIA DUNOSA	BAMBOO MUHLY
MYOPORUM PARVIFOLIUM & CULTIVARS	MYOPORUM
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE
OLEA EUROPEA MONTRAI	LITTLE OLLIE
PENNISETUM SPATHULATUM	SLENDER VELOUT GRASS
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	ROSEMARY 'HUNTINGTON CARPET'
ROSMARINUS OFFICINALIS 'PROSTRATUS'	TRAILING ROSEMARY
SALVIA GREGGII & HYBRIDS	AUTUMN SAGE
SALVIA LEUCANTHA	MEXICAN RUSH SAGE
SANTOLINA SPP.	LAVANDER COTTON
SENECIO MANDRALISCAE	BLUE CHALK STICKS
SELERIA AUTUMNALIS	WYNYABBE GEM WESTRINGIA
TEUCORIUM CHAMAEDRYS	AUTUMN MOON GRASS
WESTRINGIA 'WYNYABBE GEM'	GERMANDER
TURF (Level 06 - 1,800 sf)	
HYBRID BERBERIS GRASS	TURF 500

Pedestrian Paseo

2311 N. Hollywood Way Project

Figure 2-9
Landscape Plan – Ground Floor, Second Floor, and Sixth Floor

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2.4.10 Construction

Construction of the Project would commence as early as July 2022. Construction would be completed as early as December 2025.

Construction of the Project would require excavation to a maximum depth of 9 feet below grade for footings and foundation. Earthwork would require a net export of 22,000 cubic yards (cy) of soil. Construction staging would be entirely internal to the Project Site. Construction trucks would exit the I-5 and travel south on N. Hollywood Way and enter the Project Site via Valhalla Drive. Construction trucks leaving the Project Site would exit via Valhalla Drive and travel north on N. Hollywood Way to reach the I-5.

2.5 Anticipated Project Approvals

Permits and approvals request for this Project include:

Development Review for projects meeting the criteria in California Environmental Quality Act (“CEQA”) Guidelines Section 15206, and as amended from time to time, shall be deemed to be of statewide, regional, or areawide significance, and shall be processed in accordance with the Burbank Municipal Code;

Development Review for construction of a structure in the C-3 Zone that is more than 1,000 square feet;

Density Bonus Review for affordable housing density bonus, incentives for increased building height and reduced open space, and a waiver to permit residential uses without ground floor commercial under the State Density Bonus Law;

Conditional Use Permit to allow residential uses over ground floor commercial;

Parcel Map;

Los Angeles County Airport Land Use Commission Review, as necessary; and

Other approvals as needed

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CHAPTER 3

SCEA Criteria and TPP Consistency Analysis

As discussed in Chapter 1, *Introduction*, a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code [PRC] Section 21155(a) and (b) is a “transit priority project” (as defined in California PRC Section 21155(b)). As further described below, the Project meets these criteria and, thus, is eligible for certain California Environmental Quality Act (CEQA) streamlining benefits by way of preparing a SCEA for purposes of clearance under CEQA. Specifically, Section 21155(b) applies to a project that:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas (GHG) emission reduction targets established by CARB;
2. Is a Transit Priority Project (TPP) in that the project meets the following criteria:
 - a. Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
 - b. Provides a minimum net density of at least 20 units per acre; and
 - c. Is located within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and in that capacity bears the responsibility under Senate Bill (SB) 375 to implement and administer regional transportation plans (RTPs) and sustainable communities strategies (SCSs) for purposes of achieving the goals for reducing GHG as envisioned by Assembly Bill (AB) 32. On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS contains a forecasted transportation system and development pattern for the region, which, if implemented, will reduce GHG emissions to meet regional GHG emission reduction targets, which CARB had established as 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035.

On June 28, 2016, CARB accepted SCAG’s quantification of GHG emission reductions from the 2016 RTP/SCS and determined that the 2016 RTP/SCS would, if implemented, achieve the 2020

and 2035 GHG emission reduction targets and, thus, met the criteria to be a sustainable communities strategy. The 2016 RTP/SCS was last amended in September 2018, to reflect CARB’s revised long-range GHG emissions reduction target of 19 percent below 2005 per capita emissions levels by 2035.

The SCAG Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) is SCAG’s most-recent update to the 2016 RTP/SCS. Like the 2016 RTP/SCS, the 2020 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region’s transportation needs between 2020 and 2045, as well as achieve CARB’s GHG emissions reduction targets. Specifically, the 2020 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies and performance measures developed through public and stakeholder outreach sessions across SCAG’s region. On September 3, 2020, SCAG’s Regional Council formally adopted the 2020 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020 RTP/SCS would achieve CARB’s 2035 GHG emission reduction target. Collectively, the 2016 and 2020 RTP/SCS demonstrate how the SCAG region will achieve CARB’s identified GHG reduction targets, and for this reason, this SCEA addresses the consistency of the Project with both plans.

3.1 Criterion 1

Criterion 1: Consistency with the general plan designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.

3.1.1 Use Designation, Density, and Building Intensity

As described in Chapter 2, *Project Description*, the Project would develop an 862-unit apartment building at 2311 N. Hollywood Way. The Project would be developed on an irregular hexagon-shaped site comprised of a single legal parcel totaling approximately 454,286 square feet (10.43 acres) that is currently developed with a one-story Fry’s Electronics Store and associated surface parking. The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 6 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four proposed buildings.

The Burbank Municipal Code (BMC) requires that the Project provide 2,919 total parking spaces to serve the Project’s proposed uses. However, the City is prohibited under California Assembly Bill (AB) 2345 from requiring the Project to provide more than 919 parking spaces. To meet projected demand, the Project would provide 1,613 vehicle parking spaces and 57 bicycle parking stalls. Parking would be provided within three parking structures and a small surface parking area. While this is more than the minimum under AB 2345, it is well under that otherwise applicable BMC minimum. Each residential parking structure would have a small portion of subterranean parking located under each of the residential parking structures. Each subterranean portion would contain approximately 26 vehicular parking spaces.

The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 6 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four proposed buildings. Office uses would be provided with a five-story building¹ reaching a maximum of 70 feet 11 inches in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy pursuant to BMC Section 10-1-2107.B.6).² Restaurant and residential uses would be provided within two seven-story buildings reaching a maximum of 75 feet 6 inches for the first residential building and 77 feet 11 inches for the second residential building (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). Approximately 1,500 square feet of restaurant uses would be provided in a free standing 1-story building reaching a maximum of 15 feet in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy per BMC) located on the Vanowen Street frontage of the Project Site. The remaining 8,200 square feet of restaurant uses are located along Hollywood Way on the ground floor of the residential buildings. The Project would include a total building area of 937,613 square feet would have a floor area ratio (FAR) of 2.1.

The Project Site has a General Plan Land Use Designation of Regional Commercial (**Figure 3-1**), and would be consistent with the general use designation, density, and building intensity outlined in the 2016 RTP/SCS, as well as the 2020 RTP/SCS.³ It should be noted that the statutory requirement is that a project achieves general rather than absolute or perfect consistency with the SCAG 2016 RTP/SCS and 2020 RTP/SCS use designation, density, and building intensity projections.

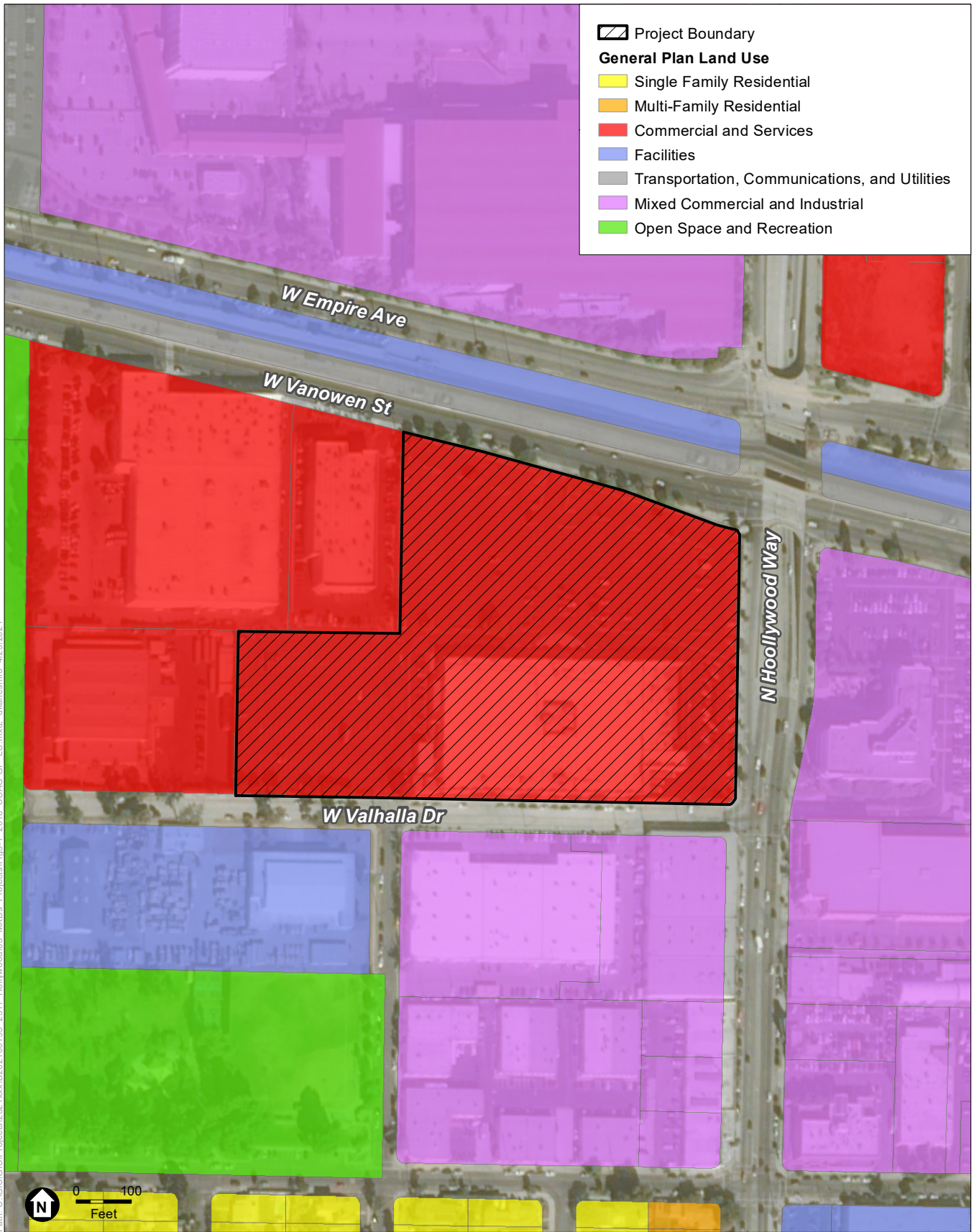
2016 RTP/SCS

In the 2016 RTP/SCS, using data collected from local jurisdictions, including general plans, SCAG categorized existing land uses into land use types, then combined the land use types into 35 place types, and then classified sub-regions into one of three Land Development Categories: “Urban,” “Compact,” or “Standard.” SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.

¹ Under an alternative configuration, the office component would comprise four four-story buildings with a height of approximately 60 feet a total floor area of 84,900 square feet. This SCEA analyzes the five-story, 151,800-square-foot configuration only as it would have relatively greater environmental impacts as compared to the smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

² This height is measured from the ceiling of the highest floor to the average grade pursuant to Burbank Municipal Code (BMC) Section 10-1-2107.B.6.

³ On June 28, 2016, the California Air Resources Board (CARB) officially determined that the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) would, if implemented, achieve CARB’s 2020 and 2035 GHG emission reduction targets. (CARB Executive Order G-16-066, June 28, 2016). On October 30, 2020, CARB officially determined that the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) would, if implemented, achieve CARB’s 2035 GHG emission reduction target. (CARB Executive Order G-20-239, October 30, 2020).



SOURCE: ESRI, SCAG 2016

2311 N. Hollywood Way Project

Figure 3-1
2016 SCAG General Plan Land Use Codes

SCAG categorizes the area surrounding the Project Site as “Urban.” The RTP/SCS defines “Urban” areas as: “often found within and directly adjacent to moderate and high density urban centers. Virtually all ‘Urban’ growth would be considered infill or redevelopment. The majority of housing units are multi-family and attached single family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. Well-connected street networks and the mix of intensity of uses result in a highly walkable environment. Enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.” The most-intense development types are anticipated in the Urban LDC, as compared to Compact and Standard categories.

The “Urban” Land Development Category comprises the following urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, City Commercial, Town Mixed Use, Town Residential, Town Commercial, Village Mixed Use, Village Residential, and Village Commercial. The Project Site would be generally consistent with the City Mixed-Use and Town Mixed-Use place types within the Urban Land Use Development Category, as described further below.

City Mixed-Use place types are “transit oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residential on the floors above. Parking is usually structured below or above ground.” The land use mix for this place type is typically approximately 28 percent residential, 17 percent employment, 35 percent mixed-use, and 20 percent open space/civic. The residential mix typically comprises 97 percent multi-family and 3 percent townhomes. The average total net Floor Area Ratio (FAR) is 3.4, floors range from 3 to 40 stories, and gross density ranges from 10 to 75 households per acre.⁴

Town Mixed-Use place types are “walkable mixed-use neighborhoods, such as the mixed-use core of a small city or transit oriented development, with a variety of uses and building types. Typical buildings are between 3 and 8 stories tall, with ground floor retail space, and offices and/or residences on the floors above. Parking is usually structured, above or below ground.” The land use mix for this place type is typically approximately 26 percent residential, 20 percent employment, 29 percent mixed use, and 25 percent open space/civic. The residential mix is typically 100 percent multi-family. The average total net FAR is 1.9:1, height ranges from 2 to 8 stories, and the gross density ranges from 7 to 35 households per acre.⁵

The Project’s scale would be generally consistent with the City Mixed-Use and Town Mixed-Use place types as it would develop a four-building, mixed-use complex with 862 dwelling units, restaurant and office space, in an urbanized part of the City that is well served by multiple regional and local transit lines, as well as other modes of transportation. While the density range for Town Mixed-Use place types is 7 to 35 units per acre, the Project would have a greater density of approximately 83 dwelling units per acre with a density bonus. Furthermore, while the average total net FAR is 3.4:1 for the City Mixed-Use place type, the Project would have a slightly lower FAR of 2:1.

⁴ Southern California Association of Governments (SCAG), *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS), Exhibit A: Mitigation Monitoring and Reporting Program, adopted May 2020, https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf, accessed April 7, 2021. Background Documentation, Reference Document 6.

⁵ SCAG, *2016–2045 RTP/SCS*, Background Documentation, Reference Document 6.

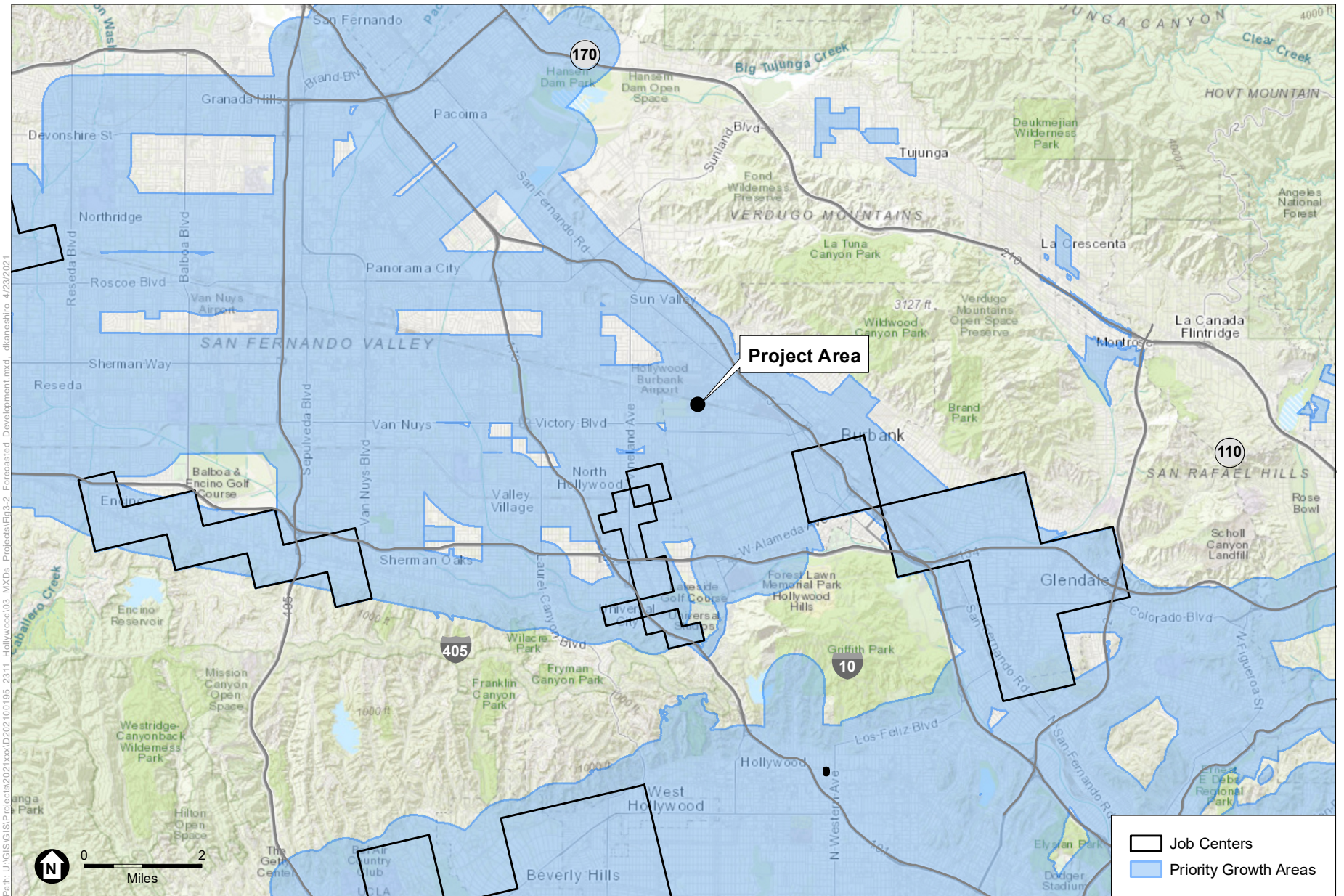
Given that the Project would develop market rate and Very Low Income residential uses within walking distance of multiple transit opportunities and facilitate bicycling through the provision of on-site bicycle parking spaces, the Project would provide opportunities for residents to use public transit or bicycling for work trips, and walk or bike to retail businesses near the Project Site. Additionally, the Project's increase in density provides a foundation for the implementation of other strategies, such as enhanced transit services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements.

The Project Site (when measured from the southernmost Project Site boundary) is located approximately 140 feet (0.02 miles) north of a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the BurbankBus NoHo-Airport Route. The Project Site (when measured from the northernmost Project Site boundary) is also located approximately 264 feet (0.05 miles) southwest of a bus stop located the intersection of Empire Avenue and N. Hollywood Way and serves Metro Lines 94 and 165 buses. In addition, the Project Site (when measured from the northernmost Project Site boundary) is located 554 feet (0.10 miles) southeast of the Burbank Airport – South Metrolink Station. The Hollywood-Burbank Airport is also located approximately 1,035 feet (0.2 miles) northwest of the Project Site when measured from the northwest corner of the Project Site to the southeast corner of the Hollywood-Burbank Airport. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing housing near transit.

As such, due to the Project's proposed multi-family residential use, building height, density, and proposed FAR, the Project is generally consistent with the City Mixed-Use and Town Mixed-Use place types, as well as the associated use, density, and building intensity projections specified in the 2016 RTP/SCS.

2020 RTP/SCS

For the 2020 RTP/SCS, SCAG revised its depiction of forecasted growth patterns by focusing more generally on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, SCAG's 2020 RTP/SCS, Sustainable Communities Strategy Technical Report, identifies Priority Growth Areas (PGAs) in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e., spheres of influence). These PGAs, which are shown in Exhibit 1, Connect SoCal Forecasted Development Regional Development Pattern, of the Sustainable Communities Strategy Technical Report, include Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs), Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these PGAs are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045. As shown in **Figure 3-2**, the Project Site falls within an identified PGA under the 2020 RTP/SCS. Therefore, the Project and the Project Site are consistent with SCAG's forecasted development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area.



SOURCE: SCAG 2019

2311 N. Hollywood Way Project

Figure 3-2
Connect SoCal Forecasted Regional Development Pattern

The Project is also consistent with the goals and policies in the 2016 RTP/SCS and 2020 RTP/SCS, as outlined, below. As such, the Project is consistent with this criterion.

3.1.2 Applicable Policies Specified for the Project Area

Project Consistency with SCAG’s 2016 RTP/SCS

Table 3-1 evaluates the Project’s consistency with the goals and benefits of the 2016 RTP/SCS. Only goals and benefits that are applicable to the Project are discussed below. A discussion of the Project’s consistency with the goals and benefits of the 2020 RTP/SCS, is also included below in **Table 3-2**.

**TABLE 3-1
 CONSISTENCY ANALYSIS WITH THE 2016–2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
 COMMUNITY STRATEGY POLICIES**

Goals and Policies	Consistency Assessment
<p>Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p>	<p>The Project would replace the existing Fry’s Electronics Store and associated surface parking, to develop an 862-unit apartment complex with restaurant and office uses on an approximately 454,286-square-foot (10.43-acre) site at 2311 N. Hollywood Way in the City of Burbank.</p> <p>Senate Bill (SB) 743 updates the way transportation impacts are evaluated in California for new development projects, with a focus on providing active transportation and reducing vehicle miles traveled. Under SB 743, providing active transportation infrastructure and promoting infill development near existing and future transit areas serves to reduce single occupancy vehicle use and reduce the amount of travel of people and goods in the region.</p> <p>The Project Site is located in an area that provides opportunities for walking, biking, and public transportation. The Project Site is located within a transit-rich and pedestrian accessible location with connectivity to many areas within the City. Public transit access to and from the general Project Site area is provided by Metro.⁶ The Project Site is within walking or biking distance from the Burbank Airport – South Metrolink Station, located approximately 554 feet (0.10 miles) northwest of the Project Site.</p> <p>Bus lines, operated by Metro, with a stop within at least 1,500 feet of the Project Site include the following:</p> <ul style="list-style-type: none"> Metro Route 222 – nearest stop at Hollywood Way and Valhalla Drive, approximately 140 feet from the Project Site, runs north-south along Way. Metro Route 165 – nearest stop at Empire Avenue and Hollywood Way, approximately 264 feet from the Project Site, runs east-west along Vanowen Street. Metro Route 169 – nearest stop at the Burbank Airport Rental Car building, approximately 800 feet from the Project Site, runs east-west along Saticoy Street. Metro Route 94 – nearest stop at North Avon Street and Empire Avenue approximately 800 feet from the Project Site, runs east-west along San Fernando Boulevard.

⁶ Effective Sunday, June 21, 2020, Metro adjusted service in response to COVID-19 to increase its services to add capacity for essential travel.

Goals and Policies	Consistency Assessment
	<p data-bbox="771 241 1356 325">Metro Rapid Line Route 794 – nearest stop at Hollywood Way and Thornton Avenue, approximately 1,400 feet from the Project Site, runs north-south along Hollywood Way.</p> <p data-bbox="771 336 1372 420">Metro Route 164 – nearest stop at Victory Boulevard and Hollywood Way, approximately 1,400 feet from the Project Site, runs east-west along Victory Boulevard.</p> <p data-bbox="738 430 1372 630">Class III bicycle Routes in the vicinity of the Project Site are provided along W. Pacific Avenue located approximately 650 feet south of the Project Site. Class II bicycle lanes in the vicinity of the Project Site are provided along N. Hollywood Way.⁷ In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment.</p> <p data-bbox="738 640 1372 850">The Project would encourage transit use due to its close proximity to the bus lines, the Burbank Airport South Metrolink Station, and existing bicycle routes. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities. The bicycle parking and Project design elements to improve the streetscape with pedestrian amenities would encourage non-automotive forms of transportation such as walking or biking to destinations.</p> <p data-bbox="738 861 1372 1512">Given that the Project would develop residential uses within walking distance of multiple high quality transit corridors and facilitate bicycling through the provision of bicycle parking spaces, the Project would provide opportunities for residents to use public transit or bicycling for work trips and walk or bike to retail businesses near the Project Site. Additionally, the Project's increase in density provides a foundation for the implementation of other strategies, such as enhanced transit services, by facilitating the use of transit by more people, which in turn results in more funds for improvements and enhancements. Furthermore, SCAG has identified the Project Site as being within an HQTAs and TPAs based on the Project Site's proximity to a major transit stop. An HQTAs is defined as "a walkable transit village or corridor, consistent with the adopted RTP/SCS and is within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours."^{8,9} It is anticipated that because the Project is located within an HQTAs, is in an urbanized area adjacent to existing residential, commercial, institutional, and recreational development, and supports the use of transit and active transportation by future residents that the Project would reduce reliance on single-occupant vehicles. Thus, the Project will encourage the utilization of transit as a mode of transportation to and from the Project Site and contribute to the improvement of mobility, accessibility, reliability, and use of the regional transportation system by providing housing near transit. The Project is consistent with this goal.</p>

⁷ County of Los Angeles, Department of Public Works, LA County Bikeways Map, <https://dpw.lacounty.gov/pdd/bike/map.cfm>, accessed April 19, 2021.

⁸ HQTAs are identified frequent transit service or major transit stations located in communities throughout the SCAG region. A TPA is defined as the area within 0.5 miles from a major transit stop. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus Routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

⁹ SCAG, *2016–2045 RTP/SCS*, Reference Document 6.

Goals and Policies	Consistency Assessment
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Although this goal is not directly applicable to individual development projects, the Project includes improvements that will improve travel safety and reliability for those traveling to and from the Project Site. Given that residential units, restaurant, and office uses would replace the existing Fry's Electronics Store and associated surface parking; the Project is expected to bring more vehicle and pedestrian activity to the Project Site. To ensure pedestrian safety, the Project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrian, and bicyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety.</p> <p>The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment. The Project would include on-site security features such as security lighting and landscaping designs that will allow high visibility. As described above under 2016 RTP/SCS Goal 2, the Project Site is located in proximity to public transit opportunities, which provide safe and reliable travel options for Project residents.</p> <p>The Project would also provide 13 short-term bicycle parking spaces and 38 long-term bicycle parking spaces for the residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the office uses. The Project's bicycle parking spaces would encourage use of alternative modes of reliable transportation and pedestrian activity in the Project vicinity. The Project Site is also centrally located to numerous existing and proposed bicycle Routes that will increase travel safety for bicyclists in the area. Thus, the Project would promote travel safety and reliability for the people in the region that travel to and from the Project Site and through the surrounding area. The Project is consistent with this goal.</p>
<p>Goal 5: Maximize the productivity of our transportation system.</p>	<p>Although this goal is not directly applicable to individual development projects, the Project is located in a dense urban area and would increase intensity on site above what currently exists on the Project Site. Increased density provides a foundation for the implementation of other strategies, such as enhanced transit services, and facilitates the use of transit by more people. The Project would develop residential uses within walking and biking distance of several bus lines and Metro transit service provided through connection to the nearby Burbank Airport - South Metrolink Station (approximately 554 feet northwest of the Project Site). There are 5 local bus routes, including Metro Routes 222, 169, 165, 164, 94, and 794 within a 0.5 miles of the Project.</p> <p>The Project would provide a total of 57 bicycle parking spaces, resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the Project would encourage the utilization of multi-modal transit to and from the Project Site and contribute to the increase of person and goods movement and travel choices within the transportation system by providing housing near transit stops and stations. The Project is consistent with this goal.</p>

Goals and Policies	Consistency Assessment
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<p>The Project will encourage the use of multi-modal transportation options, and would reduce commuter traveling distances due to its proximity to job centers. The Project will facilitate the use of alternative modes of transportation, which will aid in reducing car trips and reducing impacts to air quality. The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Burbank Airport - South Metrolink Station (approximately 554 feet northwest of the Project Site), and provide a total of 1,613 vehicle parking spaces and 57 bicycle parking spaces.</p> <p>Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable, thereby encouraging residents and employees to walk to businesses nearby. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment.</p> <p>The Project is located in a dense urban area, and would represent a greater intensity than the existing development on the Project Site. The Project would replace an existing Fry's Electronics Store and associated surface parking, to develop an 862-unit apartment complex with restaurant and office uses on an approximately 454,286-square-foot (10.43-acre) site. Furthermore, the Project's addition of landscaped areas and 290 trees, to replace the 59 non-protected existing trees, would reduce the Project's air quality impacts. Thus, the Project would protect the environment and health of residents by improving air quality and encouraging active transportation. The Project is consistent with this goal.</p>
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	<p>The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation, which will aid in reducing car trips and reducing impacts to air quality. The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Burbank Airport - South Metrolink Station (approximately 554 feet northwest of the Project Site), and provide a total of 1,613 vehicle parking spaces and 57 bicycle parking spaces in compliance the number of spaces required.</p> <p>Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable, thereby encouraging residents and employees to walk to businesses nearby. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment.</p> <p>The Project is located in an urban area and would represent a greater intensity than the existing development on the Project Site. The Project would replace an existing Fry's Electronics Store and associated surface parking, to develop an 862-unit apartment complex with restaurant and office uses on an approximately 454,286-square-foot (10.43-acre) site.</p>

Goals and Policies	Consistency Assessment
<p>Land Use Policy 3: Develop "Complete Communities."</p>	<p>Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by: creating housing opportunities and choices for people at low income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents use public transit for work trips and walk/bike to businesses near the Project Site. The Project is consistent with this goal.</p> <p>SCAG describes the development of "complete communities" as providing areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.</p> <p>As stated above, the Project would develop residential restaurant and office uses in a transit-rich area. The Project Site's proximity to public transit, services, retail stores, and employment opportunities promotes the use of alternative modes of transportation, including walking, cycling, and the use of public transit. Therefore, the Project would be consistent with this policy.</p>
<p>Land Use Policy 5: Plan for additional housing and jobs near transit.</p>	<p>As stated above, the Project would develop residential, restaurant and office uses in a HQTAs and TPA within walking distance of a light rail station and a number of bus lines. See consistency analysis for Goal 2, above, for a list of nearby transportation options. Consistent with this policy, the Project would provide additional housing and jobs near transit.</p>
<p>Land Use Policy 7: Continue to protect stable, existing single-family areas.</p>	<p>The Project would be developed on a commercially zoned lot that is currently developed with a Fry's Electronics store and parking. It would not encroach upon any existing single-family areas.</p>
<p>Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</p>	<p>The Project would provide multi-family housing in an existing, transit-accessible area. The Project would provide 862 dwelling units including 80 Very Low Income units. Furthermore, the Project would provide 57 bicycle parking spaces. Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive.</p> <p>The Project Site is located in transit-rich and pedestrian accessible locations with connectivity to many areas within the City. Transit opportunities in the Project Site include various Routes operated by Metro. See consistency analysis for Goal 2, above, for a list of nearby transportation options. The Project Site is within approximately 554 feet (0.10 miles) of the existing Burbank Airport - South Metrolink Station.</p>

Goals and Policies	Consistency Assessment
<p>Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.</p>	<p>The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent residential and 30 percent nonresidential compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every 3 years and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would ensure the Project would be more energy efficient than the existing Fry's Electronics Store. Furthermore, the Project would be required to comply with the California Green Building Standards (CALGreen) Code, which includes standards designed for efficient water use.</p> <p>Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and the east-west paseo and within the various parking structures. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations.</p> <p>The Project would also allow for lower transportation costs for the Project's future residents by incorporating bicycle- and pedestrian-friendly elements, providing convenient access to existing and proposed bicycle paths and lanes in the vicinity of the Project Site, and being located nearby various multi-modal public transportation options, including walking and biking distance of several bus lines and the Burbank Airport - South Metrolink Station. As discussed previously, the Project Site is located in close proximity to several existing bike routes. The Project's location would provide future Project residents with affordable multi-modal transportation options. The Project is consistent with achieving this benefit.</p>

Goals and Policies	Consistency Assessment
<p>Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.</p>	<p>The Project would encourage improved access and mobility by providing residential uses to enhance the pedestrian-orientation of the Project Site for people at Very Low Income levels within walking and biking distance of existing bus and rail lines. The Project would also provide long-term and short-term bicycle parking which would help people have more opportunities to bicycle, walk, and pursue other active alternatives to driving. In addition, the Project's access to various transit options will encourage the use of existing and proposed mass transit. The Project's location in an urban infill area would provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. The Project's design and location would help to improve air quality and the well-being of people as they would have greater opportunities for pedestrian and bicycling activity and to reduce their reliance on automobiles. Furthermore, there are no natural lands on the Project Site. The Project is consistent with achieving this benefit.</p>

Project Consistency with SCAG's 2020 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of the 2020 RTP/SCS. Only goals and benefits that are applicable to the Project are discussed below.

**TABLE 3-2
 CONSISTENCY ANALYSIS WITH THE 2020–2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
 COMMUNITY STRATEGY POLICIES**

Goals and Policies	Consistency Assessment
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for all people and goods</p>	<p>SB 743 updates the way transportation impacts are evaluated in California for new development projects, with a focus on providing active transportation and reducing vehicle miles traveled. The Project is located in an urbanized area in the City within a HQT, as defined by SCAG, and a TPA, as defined by SB 743. The Project would develop residential, retail/restaurant, and office uses in a location that is well-served by existing transit infrastructure. Specifically, the Project Site is located 554 feet southeast of the Burbank Airport - South Metrolink Station and is served by Metro Rapid Line 794 and Metro Bus Lines 222, 169, 165, 164, and 94. The Project would also include 57 bicycle parking spaces. As a result, the Project would provide residents, employees, and visitors with convenient access to public transit and opportunities for walking and biking. Furthermore, the Project Site is within walking distance of the airport and existing office, institutional, recreational, and neighborhood-serving commercial uses. Therefore, the location of the Project encourages mobility and accessibility for residents, employees, and visitors of the Project Site.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system</p>	<p>The Project is located in a dense urban area that is well served by transit and would increase intensity on Project site above what currently exists.</p> <p>Increased density provides a foundation for the implementation of other strategies, such as enhanced transit services, and facilitates the use of transit by more people. The Project would develop residential uses within walking and biking distance of several bus lines and Metro Rail transit service provided through connection to the nearby Burbank Airport- South Metrolink Station (approximately 554 feet northwest of the Project Site). Metro Routes 222, 169, 165, 164, and 94 and Metro Rapid Line 794 all within a 0.5 miles of the Project.</p> <p>The Project would provide a total of 57 bicycle parking spaces, resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the Project would encourage the utilization of multi-modal transit to and from the Project Site and contribute to the increase of person and goods movement and travel choices within the transportation system by providing housing near transit stops and stations. The Project is consistent with this goal.</p>

Goals and Policies	Consistency Assessment
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality</p>	<p>The Project is located in a dense urban area that is well served by transit and would result in a greater intensity on the Project Site compared to existing conditions. The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation, which will aid in reducing car trips, impacts to air quality, and GHG emissions. The Project would provide 57 bicycle parking spaces in compliance the number of spaces required by the City.</p> <p>The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Burbank Airport - South Metrolink Station (approximately 554 feet northwest of the Project Site), and provide a total of 1,613 vehicle parking spaces and 57 bicycle parking spaces. Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable, thereby encouraging residents and employees to walk to businesses nearby. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment.</p> <p>The Project is located in a dense urban area, and would be a greater intensity than what currently exists on the Project Site. The Project would replace an existing Fry's Electronics Store and associated surface parking, with an 862-unit apartment complex with restaurant and office uses on an approximately 454,286-square-foot (10.43-acre) site. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by: creating housing opportunities and choices for people at low-income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents use public transit for work trips and walk/bike to retail businesses near the Project Site.</p> <p>The increase in active transportation compared to vehicle use has air quality and GHG emission benefits.</p> <p>Furthermore, the Project's addition of 290 trees, to replace the 59 non-protected existing trees, would further reduce the Project's GHG emission contribution and air quality impacts. The Project is consistent with this goal.</p>
<p>Goal 6: Support healthy and equitable communities</p>	<p>The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation, which will aid in reducing car trips and reducing impacts to air quality. The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines and from the Burbank Airport - South Metrolink Station (approximately 554 feet northwest of the Project Site), and provide a total of 1,613 vehicle parking spaces and 57 bicycle parking spaces.</p> <p>Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the Project Site, thereby encouraging residents and employees to walk to businesses nearby. The Project is located in a dense urban area and would be a greater intensity than what currently exists on the Project Site. The Project would replace an existing Fry's Electronics Store and associated surface parking, to develop an 862-unit apartment complex with retail and office uses on an approximately 454,286-square-foot (10.43-acre) site.</p> <p>Combined, the enhanced pedestrian mobility in the Project vicinity community improves the health of the surrounding community. The Project also includes a variety of common open space and private open space (balconies and patios) for residents, which would encourage recreational activities to support a healthy community. Furthermore, the Project would reserve 80 units as Very Low Income affordable units out of the total 862 residential units, encouraging the development of equitable communities for residents of various economic backgrounds. Thus, the Project is consistent with this goal.</p>

Goals and Policies	Consistency Assessment
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network</p>	<p>The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of bus lines and the Burbank Airport - South Metrolink Station, and provide a total of 1,613 vehicle parking spaces and 57 bicycle parking spaces.</p> <p>Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive.</p> <p>The Project also includes a variety of common open space and private open space (balconies and patios). The proposed open space would enhance the existing streetscape environment, making pedestrian experiences more enjoyable for residents and employees by providing trees and pedestrian-friendly plazas and courtyards. The Project would replace an existing Fry's Electronics Store and associated surface parking with an 862-unit apartment complex with retail and office uses on an approximately 454,286-square-foot (10.43-acre) site, thereby increasing the density on the Project Site as compared to existing conditions. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area.</p> <p>As a result, the Project would encourage land use and growth patterns that support an integrated regional development pattern and transportation network by: creating housing opportunities; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project Site. This would decrease vehicle trips, VMT and associated GHG emissions. The Project is consistent with this goal.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options</p>	<p>The Project is located in a dense urban area that is well served by transit and would represent a greater intensity than existing development on Project Site. The Project would provide multi-family housing in a variety of configurations and price levels in an existing, transit-accessible area. The Project would provide 338 studio units, 364 one-bedroom units, 1 one-bedroom live/work unit, 128 two-bedroom units, 5 two-bedroom live/work units, 20 three-bedroom units, and 6 three-bedroom townhomes. Of the 862 units, 80 units would be reserved as Very Low Income affordable units. Thus, the Project encourages the development of diverse housing for residents of various economic backgrounds.</p> <p>In addition, the provision of various unit sized, including studio, live/work units, one-bedroom, two-bedroom, three-bedroom units and townhomes, would provide housing for differing family sizes. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. As a result, the Project would encourage the development of diverse housing in areas that are supported by multiple transportation options by: creating housing opportunities; providing housing near transit; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and employees to use public transit for work trips and walk to retail businesses near the Project Site.</p> <p>Furthermore, the Project would provide 57 bicycle parking spaces. Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive.</p> <p>The Project Site is located in transit-rich and pedestrian accessible locations with connectivity to many areas within the City. Transit opportunities in the Project Site include various routes operated by Metro. See consistency analysis for Goal 2, above, for a list of nearby transportation options.</p>

3.2 Criterion 2

Criterion 2: Contains at least 50 percent residential use, based on total building square footage and if, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

The Project would construct a 937,613-square-foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential uses within four proposed buildings. Therefore, based on total building square footage, the Project would contain 83 percent residential uses. The Project would not contain between 25 and 50 percent of non-residential uses and would not be subject to the FAR requirements of this criterion. Nevertheless, the Project would have a FAR of up to 2:1, which is greater than 0.75:1. As such, the Project is consistent with this criterion.

3.3 Criterion 3

Criterion 3: Provide a minimum net density of at least 20 dwelling units per acre.

The Project Site is approximately 454,286 square feet (10.43 acres), and is currently improved with a Fry's Electronics Store and associated surface parking. The net housing density for the Project is approximately 862 units per 10.43 acres or 82.6 units per acre, which is greater than the required minimum of 20 units per acre. As such, the Project is consistent with this criterion.

3.4 Criterion 4

Criterion 4: Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy.

The applicable RTP/SCS is the SCAG 2016 RTP/SCS and the SCAG 2020 RTP/SCS. PRC Section 21064.3 defines a major transit stop as “a site containing any of the following: (a) An existing rail or bus rapid transit station. (b) A ferry terminal served by either a bus or rail transit service. (c) The intersection of two or more major bus Routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” A high-quality transit corridor is “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”¹⁰ The City defines peak hours as between 7 a.m. and 10 a.m. and between 4:30 p.m. and 7:30 p.m.

According to PRC Section 21064.3(a) and as described above, a major transit stop can include an existing rail transit station. The entirety of the Project Site is located within approximately 554 feet of the existing Burbank Airport – South Metrolink Station, near the intersection of Vanowen Street and N. Hollywood Way, and, thus, is within 0.5 miles of an existing major transit stop. The Metrolink line is an existing rail transit system that runs between the Hollywood-Burbank Airport, Downtown Los Angeles, and various other locations along the west coast. In addition to rail, other

¹⁰ SCAG, 2020 RTP/SCS, page 87.

bus Routes in close proximity to the Project include Metro Routes 222, 169, 165, 164, and 94 and Metro Rapid Line 794. Given the Project's proximity to this major transit stop, the Project is consistent with this criterion.

CHAPTER 4

Mitigation Measures from Prior EIRs

4.1 SCAG 2016–2040 RTP/SCS

As a new mixed-use office, restaurant, and residential project to be developed at an urban infill site that directly fronts a Southern California Association of Government (SCAG)-identified high-quality transit corridor and within a SCAG-identified High-Quality Transit Area (as well as Transit Priority Area [TPA]), the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR) is applicable to the Project Site. The SCAG 2016 RTP/SCS PEIR was prepared to evaluate the potential environmental impacts of the proposed 2016 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impact identified in the PEIR. The complete list of the mitigation measures identified in the PEIR is included in Exhibit B, Mitigation Monitoring and Reporting Program (MMRP), of the Final PEIR.¹ The MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG and at the project level that would be implemented by the respective lead agency (here, the City of Burbank [City]). Regional mitigation measures would be implemented by SCAG and are therefore not discussed in this table. Project-level mitigation measures are those mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects. This table focuses on the Project’s consistency with the MMRP’s project-level mitigation measures (marked as PMM in the MMRP).

¹ Southern California Association of Governments (SCAG), *2016–2040 Regional Transportation Plan/Sustainable Communities (2016 RTP/SCS) Strategy Mitigation Monitoring and Reporting Program*, adopted April 2016, http://scagrtpscsc.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf, accessed April 7, 2021.

**TABLE 4-1
 SCAG 2016–2040 RTP/SCS MITIGATION MEASURES**

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Aesthetics (AES)		
<p>AES-1: Potential to have a substantial adverse effect on a scenic vista.</p>	<p>MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. Use alternating facades to “break up” large facades and provide visual interest. Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. Retain or replace trees bordering highways, so that clear-cutting is not evident. Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. 	<p>No mitigation applies. Public Resources Code (PRC) Section 21099, enacted by Senate Bill (SB) 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment” for purposes of CEQA. As discussed in the TPP Consistency Analysis, PRC Section 21155(b) defines a Transit Priority Area (TPA) as an area within one-half mile of a major transit stop that is existing or planned. PRC Section 21064.3 defines a “major transit stop” as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As described in this Chapter 3, <i>SCEA Criteria and TPP Consistency Analysis</i>, under Criterion 4, the Project Site is located within approximately 554 feet of the existing Burbank Airport South Metrolink Station, near the intersection of Vanowen Street and N. Hollywood Way, and, thus, is within one-half mile of an existing major transit stop and TPA. Accordingly, the Project’s potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway</p>	<p>No mitigation required.</p>	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under AES-1, the Project meets these statutory criteria.</p>
<p>AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings.</p>	<p>MM-AES-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable SCAG Lead Agency Ongoing over the life of the Plan Ongoing over the life of the Plan 2016 RTP/SCS Mitigation Monitoring and Reporting Program 12 TABLE 9-2 MITIGATION MEASURES Impact Mitigation Measures Implementing Agency Implementing Date measures identified by the Lead Agency:</p> <p>Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.</p> <p>Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</p> <p>Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.</p> <p>Design projects consistent with design guidelines of applicable general plans.</p> <p>Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.</p> <p>Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash</p>	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under AES-1, the Project meets these statutory criteria. In addition, the Project would meet the requirements set forth in Burbank Municipal Code (BMC) Section 31-134 by ensuring that every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material. The Project would also be designed in accordance with General Plan Policy 4.3, which requires the use of street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of the neighborhood an public spaces.²</p>

² City of Burbank, *Burbank2035 General Plan*, Land Use Element, Policy 4.3, page 3-5, adopted February 19, 2013.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.</p>	<p>removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</p> <p>MM-AES-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations. Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting Use unidirectional lighting to avoid light trespass onto adjacent properties. Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. Provide structural and/or vegetative screening from light-sensitive uses. Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties 	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment,” and as described above under AES-1, the Project meets these statutory criteria.</p>
<p>Agricultural and Forestry Resources (AF)</p>		
<p>AF-1: Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the</p>	<p>MM-AF-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established</p>	<p>No mitigation applies. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists on or in the vicinity of the Project Site.³ The Project Site is located in an urbanized area of the City and is currently improved with a Fry’s Electronics Store and associated surface parking. Thus, none of</p>

³ California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map, http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis.conservacion.ca.gov%2Fserver%2Frest%2Fservices%2FDLRP%2FCaliforniaImportantFarmland_2016%2FFeatureServer&source=sd, accessed April 8, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>California Resources Agency, to non-agricultural use.</p>	<p>within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:</p> <p>For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).</p> <p>Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</p> <p>Maintain and expand agricultural land protections such as urban growth boundaries.</p> <p>Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)</p> <p>“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.</p> <p>A privately owned conservation or mitigation bank is a free-market enterprise that:</p> <ul style="list-style-type: none"> Offers landowners economic incentives to protect natural resources; Saves permittees time and money by providing them with the certainty of pre-approved compensation lands; Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values; Provides for long-term protection and management of habitat. <p>A publicly owned conservation or mitigation bank:</p> <ul style="list-style-type: none"> Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.” <p>In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.</p> <ul style="list-style-type: none"> Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. Include underpasses and overpasses at reasonable intervals to maintain property access. 	<p>the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</p> <p>Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.</p> <p>Contact the California Department of Conservation and each county’s Agricultural Commissioner’s office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.</p>	
<p>AF-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p>	<p>MM-AF-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <p>Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</p> <p>Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</p> <p>Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.</p>	<p>No mitigation applies. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site,⁴ and there are no Williamson Act contracts in effect for the Project Site.⁵ The Project Site is located in an urbanized area of the City and is currently improved with an existing Fry’s Electronics Store and associated surface parking. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

⁴ California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>, accessed April 8, 2021.

⁵ California Department of Conservation, *The Williamson Act Status Report*, 2017, https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf, accessed April 8, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>AF-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p>MM-AF-1(b) and MM-GHG-3(b). See above and below.</p>	<p>No mitigation applies. The Project Site does not include forest land; therefore, no forest land will be lost or converted to non-forest uses. The Project Site is located in an urbanized area of the City and is currently improved with an existing Fry's Electronics Store and associated surface parking. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>
<p>AF-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>	<p>MM-AF-1(b) and MM-GHG-3(b). See above and below.</p>	<p>No mitigation applies. The Project Site is currently not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted to non-forest uses. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>
Air Quality (AIR)		
<p>AIR-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>AIR-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>MM-AIR-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.</p>	<p>The Project would be consistent with this mitigation measure as it will comply with existing regulations that have been identified and are required by the Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the National Ambient Air</p>

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	<p>CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:</p> <ul style="list-style-type: none"> Minimize land disturbance. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. Cover trucks when hauling dirt. Stabilize the surface of dirt piles if not removed immediately. Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. Minimize unnecessary vehicular and machinery activities. Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. Ensure that all construction equipment is properly tuned and maintained. Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate 	<p>Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. Adherence to the following requirements by SCAQMD, CARB, the State of California, and the federal government would further ensure consistency with MM-AIR-2(b):</p> <p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road: <ul style="list-style-type: none"> – Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; – Pave the surface extending at least 100 feet and at least 20 feet wide; – Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or – Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts). Ground cover in disturbed areas shall be replaced as quickly as possible.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>Implement EPA's National Clean Diesel Program.</p> <p>Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.</p> <p>On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.</p> <p>If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.</p> <p>Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines.</p> <p>Convert part of the construction truck fleet to natural gas.</p> <p>Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts.</p> <p>Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).</p> <p>Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas.</p> <p>Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation.</p> <p>Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation.</p> <p>Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary</p> <p>Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3-minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.</p> <p>Prohibit diesel idling within 1,000 feet of sensitive receptors.</p> <p>Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.</p>	<p>Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</p> <p>Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.</p> <p>Large bulldozers and excavators shall be suspended during third smog alerts.</p> <p>Trucks shall be covered when hauling dirt.</p> <p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <p>The contractor shall use architectural coatings that average 50 grams (g)/Liter of Volatile Organic Compound (L VOC) content or less.</p> <p>The development shall utilize low VOC cleaning supplies.</p> <p>Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into Project plans and specifications:</p> <p>Heavy-duty trucks shall be prohibited from idling in excess of 5 minutes, both on and off site.</p> <p>Consistent with SCAQMD Rule 401 and CARB's In-use Off-Road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:</p> <p>Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.</p> <p>When possible, electricity shall be utilized from power supply sources</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</p> <p>The engine size of construction equipment shall be the minimum practical size.</p> <p>Catalytic converters shall be installed on gasoline-powered equipment.</p> <p>Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.</p> <p>Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.</p> <p>Use new or rebuilt equipment.</p> <p>Maintain all construction equipment in proper working order, according to manufacturer’s specifications. The equipment must be checked by an ASE-certified mechanic and determined to be running in proper condition before it is operated.</p> <p>Use low rolling resistance tires on long haul class 8 tractor-trailers.</p> <p>Suspend all construction activities that generate air pollutant emissions during air alerts.</p> <p>Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.</p>	<p>rather than temporary gasoline or diesel power generators, as feasible.</p> <p>Consistent with 2019 Title 24 standards, the Project would include MERV 13 filters to reduce cancer risk impacts to less than significant.</p> <p>Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by SCAQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than MM-AIR-2(b). Therefore, the Project would be consistent with this mitigation measure.</p>
<p>AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>AIR-4: Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.</p>	<p>MM-AIR-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB 2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:</p> <ul style="list-style-type: none"> Set technology forcing new engine standards. Reduce emissions from the in-use fleet. Require clean fuels and reduce petroleum dependency. Work with US EPA to reduce emissions from federal and state sources. 	<p>No mitigation applies. This mitigation measure specifically applies to transportation projects and, therefore, would not apply to the proposed Project.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Pursue long-term advanced technology measures.</p> <p>Proposed new transportation-related SIP measures include:</p> <p><u>On-Road Sources</u></p> <ul style="list-style-type: none"> Improvements and Enhancements to California’s Smog Check Program Expanded Passenger Vehicle Retirement Modifications to Reformulated Gasoline Program Cleaner In-Use Heavy-Duty Trucks Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel Port Truck Modernization Accelerated Introduction of Cleaner Line-Haul Locomotives Clean Up Existing Commercial Harbor Craft Limited idling of diesel-powered trucks Consolidated truck trips and improve traffic flow Late model engines, Low emission diesel products, engine retrofit technology Alternative fuels for on-road vehicles <p><u>Off-Road Sources</u></p> <ul style="list-style-type: none"> Cleaner Construction and Other Equipment Cleaner In-Use Off-Road Equipment Agricultural Equipment Fleet Modernization New Emission Standards for Recreational Boats Off-Road Recreational Vehicle Expanded Emission Standards 	
<p>AIR-5: Expose a substantial number of people to objectionable odors.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>Biological Resources (BIO)</p>		
<p>BIO-1: Potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate,</p>	<p>MM-BIO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead</p>	<p>No mitigation applies. This mitigation measure would not apply as the Project would be developed on an existing commercially zoned parcel that is improved with an existing Fry’s</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Use of mitigation bank credits – Funding of research and recovery efforts – Habitat restoration – Conservation easements – Permanent dedication of habitat – Other comparable measures Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. Appoint an Environmental Inspector to monitor implementation of mitigation measures. Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. 	<p>Electronics Store and associated surface parking. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game^{6,7} or U.S. Fish and Wildlife Service.⁸ Therefore, development of the Project would not result in adverse effects to any such species. It would also not result in any adverse effects to any occupied habitat, potentially suitable habitat, or designated critical habitat.</p> <p>The Project Site currently contains 59 non-protected trees that would be replaced. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City’s right-of-way. Removal and replacement of all trees would conform with the City’s Master Street Tree Plan and list of restricted trees as defined in Section 7-4-107 of the BMC. However, the trees that are to be removed have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code Consistent with MM-BIO-1(b). The removal or pruning of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code Section 1531 et seq.), the Native Plant Protection Act (Chapter 10 [commencing</p>

⁶ California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), www.wildlife.ca.gov/Data/BIOS, accessed April 7, 2021.
⁷ California Department of Fish and Wildlife, CDFW Lands, www.wildlife.ca.gov/Lands, accessed April 7, 2021.
⁸ United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed April 7, 2021.

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	<p>Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.</p> <p>Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</p>	<p>with Section 1900] of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.</p> <p>Therefore, while this mitigation measure does not apply due to the lack of existing habitat or special status species at the Project Site, compliance with existing regulatory requirements would serve to reduce any potential adverse effects similar to this mitigation measure. Thus, the Project would be consistent with the intent of this mitigation measure.</p>
<p>BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>MM-BIO-1(b). See above.</p> <p>MM-BIO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	<p>The Project would be consistent with this mitigation measure MM-BIO-1(b). See consistency analysis under BIO-1 above.</p> <p>MM-BIO-2(b) would not apply. This mitigation measure does not apply to the Project because the Project is located in a fully urbanized area. The Project would replace the existing Fry's Electronics Store and associated surface parking on the Project Site. There is no sensitive or riparian habitat on the Project Site. Therefore, development of the Project would not result in adverse effects to any sensitive or riparian habitat that could</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.</p> <p>Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.</p> <p>Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.</p> <p>Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.</p> <p>Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</p> <p>Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the Manual of California Vegetation, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</p> <p>Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</p> <p>Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.</p> <p>Install fencing and/or mark sensitive habitat to be avoided during construction activities.</p> <p>Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.</p> <p>Revegetate with appropriate native vegetation following the completion of construction activities.</p> <p>Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</p>	<p>support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p> <p>Moreover, as discussed above under the MM-BIO-1(b) consistency analysis, under BIO-1 above, there are no protected trees at the Project Site, and all tree removals would take place in conformance with the MBTA and State and local regulations. Therefore, MM-BIO-2(b) would not apply to the Project.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</p>	
<p>BIO-3: Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</p>	<p>MM-BIO-1(b) and MM-BIO-2(b). See above</p> <p>MM-BIO-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.</p> <p>Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).</p> <p>Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE’s Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> – Permittee-responsible mitigation – Contribution of in-lieu fees – Use of mitigation bank credits 	<p>See consistency analysis for MM-BIO-1(b) and MM-BIO-2(b), under BIO-1 and BIO-2, respectively.</p> <p>No mitigation applies. This mitigation measure does not apply to the Project because the Project Site does not include any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies.⁹</p>

⁹ United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed April 7, 2021.

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	<p>Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.</p>	
<p>BIO-4: Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p>MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-3(b). See above</p> <p>MM-BIO-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and policies of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.</p> <p>Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.</p> <p>Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14, Section 460, of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</p> <p>Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1 through September 1), where feasible.</p> <p>Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.</p> <p>Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.</p>	<p>See consistency analysis above under MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-3(b).</p> <p>The Project would be consistent with MM-BIO-4(b) for the reasons stated below. The Project Site is located in a developed, urban area and the Project would replace the existing Fry's Electronics Store and associated surface parking. The Project Site is surrounded by other existing urban uses including airport, commercial, medical, educational, open space, and residential uses. Therefore, the Project would not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Thus, development of the Project Site would not interfere with the movement of any native resident or migratory fish or wildlife species; with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. Furthermore, as described above under MM-BIO-1(b), the Project would comply with the MBTA and Section 3503 of the California Department of Fish and Wildlife Code to ensure that potential significant impacts to migratory birds would not occur in connection with the removal or pruning of trees. Therefore, through compliance with existing regulatory requirements, the Project would be consistent with these mitigation measures.</p> <p>The Project Site currently contains 59 non-protected trees that would be replaced. However, if the trees that are to be removed have the potential to support nesting birds that are protected under the MBTA, which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</p> <p>Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.</p> <p>Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.</p> <p>Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction</p> <p>Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.</p> <p>Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts 	<p>Game Code Consistent with Mitigation Measure MM-BIO-4(b). The removal of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code Section 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources and would be consistent with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures <p>Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.</p> <p>Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.</p>	
<p>BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), and MM-BIO-4(b). See above.</p> <p>MM-BIO-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist. If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. 	<p>See consistency analysis above regarding MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), and MM-BIO-4(b), under BIO-1, BIO-2, BIO-3, and BIO-4 above.</p> <p>The Project would be consistent with these mitigation measures for the reasons stated below. The Project Site is located in a developed, urban area. The Project would not be developed on existing open space or sensitive habitat. As described above under BIO-1, the Project Site does not contain any trees subject to the regulations of the City’s protected tree ordinance. The Project Site currently contains 59 non-protected trees that would be replaced. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City’s right-of-way. The Project would also be required to comply with BMC Code Title 7, Chapter 4, which establishes policies and standards for the planting, maintenance, and removal of street trees in Burbank.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</p> <p>Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</p> <p>If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.</p> <p>Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.</p> <p>Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</p> <p>Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees at a minimum ratio of 2:1 – Re-landscaping areas with native vegetation post-construction 	<p>Furthermore, as discussed under BIO-1, the Project would be required to comply with the MBTA to ensure that potential impacts to migratory birds would not occur in connection with the removal of trees. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources and would be consistent with this mitigation measure.</p> <p>To the extent the development of the Project Site does involve the removal of vegetation, the Project would be consistent with this mitigation measure, as it would be required to comply with the MBTA (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15 to September 15) to ensure that significant adverse effects to migratory birds would not occur.</p> <p>The Project is located in a developed, urban area and would be replacing an existing Fry’s Electronics Store and associated surface parking. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources and would be consistent with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>BIO 6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p>See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), and MM-BIO-5(b).</p> <p>MM-BIO-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.</p> <p>Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.</p> <p>Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in MM-BIO-1(b), where applicable.</p>	<p>No mitigation applies. See above for consistency analysis regarding MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, and MM-BIO-5.</p> <p>The Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.¹⁰ Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area.¹¹ Therefore, this mitigation measure does not apply.</p>
Cultural Resources (CUL)		
<p>CUL-1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.</p>	<p>MM-CUL-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	<p>The Project would be consistent with this mitigation measure as the Project would be required to comply with the existing regulations as set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. If paleontological resources are discovered during earthmoving activities, immediately cease construction activities in the vicinity of the find and notify the City. In addition, the Project Applicant will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in</p>

¹⁰ California Department of Fish & Wildlife, California Regional Conservation Plans, www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans, accessed April 7, 2021; California Department of Fish & Wildlife, Natural Community Conservation Plans, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed April 7, 2021.

¹¹ County of Los Angeles, Significant Ecological Areas, planning.lacounty.gov/site/sea/, accessed April 7, 2021.

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	<p>Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.</p> <p>Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.</p> <p>Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:</p> <p>All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</p> <p>Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.</p> <p>Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</p> <p>Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.</p> <p>Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.</p> <p>Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p>	<p>accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>CUL-2: Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.</p>	<p>MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p>	<p>The Project would be consistent with this mitigation measure. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, on May 19, 2021, a cultural resources records search was conducted at the California Historical Resources Information System South Central Coastal Information Center (SCCIC), California State University, Fullerton. Results of that records search indicated that 11 cultural resource studies have been conducted within a 0.5-mile</p>

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	<p>Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.</p> <p>Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.</p> <p>Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <ul style="list-style-type: none"> – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. <p>Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.</p> <p>Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.</p> <p>Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</p> <p>If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</p>	<p>radius of the Project Site (study area). Five cultural resources have been previously recorded within the 0.5-mile study area. All five of the resources are historic built environment resources. One is a listed resource on the National Register of Historic Places (National Register), one was significant but has been demolished and three were evaluated as ineligible. No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is the Portal of the Folded Wings Shrine to Aviation (P-19-180686), which is approximately 1,000 feet (0.2-miles) west of the Project Site.</p> <p>The Project Site is currently developed with an existing big box retail store, a surface parking lot, and limited landscaping. A site visit of the Project Site was conducted on June 1, 2021. This site visit included an intensive pedestrian survey by a qualified architectural historian to document the existing conditions of the Project Site and vicinity. During the visit the Project Site was documented with digital photography.</p> <p>The Project Site was found ineligible under the applicable Federal, State, or local criteria. The period of significance associated with the subject property is 1962–1967, when the Unimart company owned and occupied the Project Site. The building was not found to be significant for its association with Unimart, nor is Unimart significant in the history of big box retailers or pattern of commercial development. While the Project Site was designed in the Googie style by notable architect Maxwell Starkman, the big box retail store in its current state is not an intact distinctive example of the style, nor does it appear to be representative of Starkman’s prolific body of work. A master is a figure of generally recognized greatness in a field of design or</p>

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	<p>Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.</p> <p>Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.</p>	<p>construction such as architecture. However, his work has not yet been examined in any scholarly sources on the architectural history of southern California. Even if Starkman was recognized as a master architect, the subject property would not be considered an important example of his work.</p> <p>To be eligible for listing in the national, state, and local registers, a property must retain its historic integrity from the period in which it gained significance. Due to multiple substantial changes to modify the building to accommodate new tenants after the period of significance, the Project Site does not retain its integrity from its period of significance to convey its historical and architectural significance. As the building lacks historical associations, architectural distinction, and historic integrity, the building is not considered a historical resource in accordance with CEQA. The Project Site has been assigned a California Historic Resource (CHR) Status Code of 6Z, as the property does not appear eligible for Federal, State, or local designation through this survey evaluation. As such, the Project would have no direct impacts to historical resources on the Project Site.</p> <p>The indirect impact evaluation includes the built environment setting along Valhalla Drive and N. Hollywood Way in the Project vicinity is improved with commercial/industrial warehouses and commercial offices with surface parking along Valhalla Drive and Vanowen Street, the Pierce Brothers Valhalla Memorial Park and Mortuary (Valhalla Cemetery) approximately 1,000 feet (0.2 miles) west of the Project Site, and the Burbank Armory (3800 Valhalla Drive) approximately 100-feet (0.01 mile) southwest of the Project Site. According to the Los Angeles County Assessor's portal for the other surrounding parcels,</p>

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		<p>there are three utilitarian industrial facilities over 45-years in age in the Project vicinity which have not been previously identified in a historical resources survey, are not currently listed at the Federal, State, or local level. The building types, construction dates, and APNs are as follows: 3811 W. Valhalla Drive is a Modern industrial facility, circa 1961 (APN 2463-001-015); 3520 W. Valhalla Drive is an industrial warehouse, circa 1973 (APN 2463-001-011); and 2231 N. Hollywood Way is an industrial warehouse, circa 1973 (APN 2463-001-012). None of these three buildings appear potentially eligible.</p> <p>While the Project would be visible from one previously identified historical resource, the Portal of the Folded Wings Shrine to Aviation at the Valhalla Cemetery (Resource P-10-180686) (Portal), and from two potentially eligible historical resources, the Valhalla Cemetery and Burbank Armory, the Project would not have an adverse indirect impact on these identified historical resources, as described in Chapter 5, <i>Initial Study and Environmental Analysis</i>.</p> <p>No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the project site. However, implementation of Mitigation Measure MM-TCR-1. would avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, both tribes consulted, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With</p>

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		<p>implementation of Mitigation Measures MM-TCR-1 and MM-TCR-2, the impact to any unanticipated Tribal cultural resources would be less than significant.</p> <p>Therefore, the Project would result in less-than-significant direct and indirect impacts to historical resources and would be consistent with the intent of this mitigation measure.</p>
<p>CUL-3: Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.</p>	<p>See MM-CUL-2(b).</p>	<p>Consistent. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, a records search for the project was received from the SCCIC on May 19, 2021. The records search included a review of all recorded archaeological resources and previous studies within a 0.5-mile radius of the Project Site. Five cultural resources have been previously recorded within the 0.5-mile records search radius of the Project Site (see Table 2 in Appendix C2). No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is 0.2 miles to the west of the Project Site, and all of the resources are historic built environment resources.</p> <p>Furthermore, the California Native American Heritage Commission (NAHC) was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC, which indicated a positive search result. The NAHC indicated that the Fernandeño Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>It is possible that ground-disturbing activities could unearth buried or otherwise obscured resources, for the areas outside of the remediation areas described above. It is recommended that</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>an archaeological and Native American monitor be present during ground-disturbing activities. Based on observations made by the archaeological and Native American monitor, monitoring activities may be modified or discontinued at the recommendation of the archaeologist. Additionally, it is recommended that protocols for work stoppage in the event that cultural resources are encountered during construction should be implemented.</p> <p>Based on these results, Mitigation Measures MM-CULT-1 and MM-TCR-1 is identified to ensure that the proposed Project would be consistent with MM-CUL-2(b).</p>
<p>CUL-4: Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.</p>	<p>MM-CUL-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p> <p>If any discovered remains are of Native American origin:</p> <ul style="list-style-type: none"> - Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any 	<p>The Project would be consistent with this mitigation measure as described below. The Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low.</p> <p>Furthermore, as described under CUL-3, the NAHC was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC, which indicated a positive search result. The NAHC indicated that the Fernandefio Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>Archival research did not reveal any evidence that human remains could be found at the Project Site or in the area adjacent to the Project Site. Even so, construction of the Project could potentially disturb previously unknown human remains. Implementation of Mitigation Measure MM-CULT-2 would be equal to or more effective than MM-CUL-</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:</p> <ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to identify a descendent; ▪ The descendant identified fails to make a recommendation; or ▪ The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. 	<p>4(b), and would ensure there would be no impacts pertaining to the unanticipated identification of human remains.</p>
Energy (EN)		
<p>EN-1: Potential to increase petroleum and nonrenewable fuel consumption in the regional transportation system.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>EN-2: Potential to increase residential energy consumption use.</p>	<p>MM-EN-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:</p> <ul style="list-style-type: none"> – Use energy efficient materials in building design, construction, rehabilitation, and retrofit. – Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. – Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. – Incorporate passive environmental control systems that account for the characteristics of the natural environment. – Use high-efficiency lighting and cooking devices. – Incorporate passive solar design. – Use high-reflectivity building materials and multiple glazing. – Prohibit gas-powered landscape maintenance equipment. – Install electric vehicle charging stations. – Reduce wood burning stoves or fireplaces. 	<p>The Project would be consistent with this mitigation measure.</p> <p>The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent residential and 30 percent nonresidential compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every 3 years and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would ensure the Project would be more energy efficient than the existing Fry's Electronics Store. Furthermore, the Project would be required to comply with the California Green Building Standards (CALGreen) Code, which includes standards designed for efficient water use.</p> <p>Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would</p>

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	<ul style="list-style-type: none"> - Provide bike lanes accessibility and parking at residential developments. 	<p>comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and the East-West Paseo and within the various parking structures. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations</p> <p>Collectively, these Project features and conditions as well as the Project’s required regulatory compliance would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, in substantial conformance with the project-related mitigation identified by SCAG.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
EN-3: Potential to increase building energy consumption in anticipated development.	MM-EN-2(b). See above.	As described under EN-2 , the Project would be consistent with this mitigation measure, because the Project would be required to comply with Title 24, which incorporates the requirements of the CALGreen Code. Additional features include glass used in the building design would have minimal reflectivity to reduce glare thus heat to surrounding neighbors.
EN-4: Potential to increase water consumption and energy use related to water in anticipated development.	No mitigation required.	No mitigation applies.
Geology and Soils (GEO)		
GEO-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.	<p>MM-GEO-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.</p> <p>Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC.</p>	<p>The Project would be consistent with this mitigation measure through compliance with existing regulatory requirements, as described below.</p> <p>The Project would be required to comply with the existing building, grading, and seismic regulations of the City's Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act.¹² Additionally, the Project Site is not located within a landslide area, or a tsunami inundation zone.¹³ No active faults are known to pass through the immediate Project vicinity. The closest active fault to the Project Site, the Verdugo Fault, is located approximately 1.2 miles to the northeast of the Project</p>

¹² Geocon West Inc., *Geotechnical Investigation for Proposed Mixed-Use Development 2311 North Hollywood Way, Burbank, California PM 269-99-100 Lot 1*, November 10, 2020 [provided as Appendix E to this SCEA].

¹³ Geocon West Inc., *Geotechnical Investigation for Proposed Mixed-Use Development 2311 North Hollywood Way, Burbank, California PM 269-99-100 Lot 1*, November 10, 2020 [provided as Appendix E to this SCEA].

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.</p> <p>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.</p> <p>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</p> <p>Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.</p> <p>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.</p>	<p>Site.¹⁴ Therefore, the Project Site is not located within a designated earthquake fault or seismic hazard zone.</p> <p>Nevertheless, the Project is located in the seismically active region of Southern California and is susceptible to ground shaking during a seismic event. However, the Project would be required to comply with the existing building, grading, and seismic regulations of the City of Burbank Building Code, which incorporates the UBC and CBC. Compliance with these regulations is required by BMC 9-1-16, which requires the City to review and approve a design-level geotechnical report for the Project prior to the issuance of grading permits. Furthermore, the final geotechnical report would incorporate the building construction and design recommendations contained in the existing geotechnical report prepared for the Project. Accordingly, the City has determined that compliance with existing regulatory requirements as well as the recommendations of the geotechnical report, as described below, is equal to or more effective than MM-GEO-1(b).</p> <p>In compliance with BMC Section 9-1-16, prior to the issuance of grading or building permits, the Applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the City, for review and approval. The geotechnical report shall assess soil and geologic conditions at the site and include construction and building design recommendations, including those recommendations contained in the Geotechnical Investigation. The Project shall comply with the conditions contained in the geotechnical report approved by the</p>

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Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>GEO-2: Potential to result in substantial soil erosion or the loss of topsoil.</p>	<p>MM-GEO-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</p> <p>Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:</p> <ul style="list-style-type: none"> – File a Notice of Intent (NOI) with the SWRCB. – Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. – Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. – After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. <p>Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</p> <p>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	<p>City's Building Department, as it may be subsequently amended or modified.</p> <p>The Project would be consistent with this mitigation measure, because the Project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations contained in the Updated Geotechnical Investigation. Specifically, as required by BMC Section 9-1-16 locations with geotechnical hazards shall be required to identify the hazard and incorporate the recommendations of these existing reports and demonstrates compliance with the City's existing geology and soils requirements, including but not limited to BMC Title 7, Article 1, Section 105(c) and (d), which define the requirements of the Engineering Geological Report and Soil Engineering Report required with a project's grading plans.</p> <p>The BMC (Article 4, Sections 9-3-407, 9-3-413, and 9-3-414) requires construction site operators to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that outlines project-specific Best Management Practices (BMP) to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. Typical BMPs for controlling erosion may include, but are not limited to:</p> <ul style="list-style-type: none"> – Requiring that permanent slopes and embankments be vegetated following final grading; – Installation of silt fences, erosion control blankets; and – Installation of anti-tracking pads at site exits to prevent off-site transport of soil materials.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>The Project’s construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels.</p> <p>Therefore, the Project would be consistent with this mitigation measure.</p>
<p>GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>MM-GEO-1(b). See above.</p>	<p>As described above under GEO-1, the Project would be consistent with this mitigation measure. As described in the Updated Geotechnical Investigation (Appendix E) prepared for the Project, the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act. No active faults are known to pass through the immediate Project vicinity, and the Project Site is not within an area that could potentially result in a landslide, lateral spreading, subsidence, liquefaction, or collapse. As described in the Updated Geotechnical Investigation (Appendix E), the Project Site is underlain by artificial fill and alluvial fan deposits consisting of silt, sand, and gravel. The artificial fill is characterized as slightly moist and loose to medium dense and the alluvial fan deposits are characterized as dry to moist and loose to very dense. These soils may have the potential to result in lateral spreading, be unstable, or become unstable as a result of Project development; however, the Project would comply with recommendations from the Updated Geotechnical Investigation, which would ensure impacts are minimized. These recommendations will ensure that foundations and slabs will derive support from the upper five feet of existing site soils, which are considered to be stable, to reduce the possibility of</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>impacts due to unstable soils or lateral spreading. Furthermore, regarding subsidence, as described in the Updated Geotechnical Investigation, the Project Site is not located within an area of known ground subsidence and no known large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the Project Site vicinity. The Project Site is located in the seismically active region of southern California; however, through compliance with existing regulatory requirements as well as the recommendations described in the Updated Geotechnical Investigation, the Project would be consistent with MM-GEO-1(b), and would not cause the geologic unit or soil to become unstable and does not have the potential to result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>GEO-4: Potential to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p>MM-GEO-1(b). See above.</p>	<p>The Project would be consistent with this mitigation measure. As described in the Updated Geotechnical Investigation, the Project Site is underlain by artificial fill and alluvial fan deposits consisting of silt, sand, and gravel. The artificial fill is characterized as slightly moist and loose to medium dense and the alluvial fan deposits are characterized as dry to moist and loose to very dense. The upper five feet of existing soils encountered on the Project Site are considered to have a very low expansive potential and are classified as non-expansive in accordance with the 2019 CBC Section 1803.5.3. As described in the Updated Geotechnical Investigation, the development of the Project would not result in hazards from future landsliding, settlement, slippage, shrinkage, or expansion, as long as the recommendations presented in the Updated Geotechnical Investigation are</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>followed - specifically, that the building foundations and slabs derive their support from the upper 5 feet of non-expansive soils. Moreover, pursuant to the City's Building Code, which adopts the CBC, and applicable regulations, design and construction of the Project would be required to incorporate the recommendations from the Updated Geotechnical Investigation to protect against risks associated with expansive soils. These measures include compliance with the City's building permit requirements and site-specific engineering recommendations based upon the recommendations of a licensed geotechnical engineer and a required design-level geotechnical report containing the recommendations of the existing geotechnical report, which is to be approved by the City, as described above. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>GEO-5: Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>Greenhouse Gas Emissions and Climate Change (GHG)</p>		
<p>GHG-1: Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GHG-2: Potential to conflict with SB 375 GHG Emission Reduction Targets.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GHG-3: Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>GHG Cumulative Impacts</p>	<p>MM-GHG-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</p> <p>Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision.</p> <p>Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</p> <p>Off-site measures to mitigate a project’s emissions.</p> <p>Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:</p> <ul style="list-style-type: none"> – Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction; – Use alternative (non-petroleum based) fuels; – Deployment of zero- and/or near zero emission technologies as defined by CARB; – Use lighting systems that are energy efficient, such as LED technology; – Use the minimum feasible amount of GHG-emitting construction materials that is feasible; – Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production; – Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse; – Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy; – Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption; 	<p>The Project would be consistent with this mitigation measure as described below. The Project’s generation of greenhouse gas (GHG) emissions would not be considered considerable, as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs applicable to the SCAG region. Specifically, as set forth in the PRC Section 21155 consistency findings for the Project as well as the RTP/SCS consistency findings, the Project would be consistent with the 2016 RTP/SCS, which is SCAG’s regional plan for reducing GHG emissions. Moreover, pursuant to MM-USWS-1(b), the Project will comply with applicable water and energy conservation measures under the CALGreen Code, as well as the City’s Green Building Ordinance (which adopts the CALGreen Code) thereby reducing consumption of these resources and reducing GHG emissions accordingly. Therefore, no significant GHG emission impacts would occur for the Project.</p> <p>The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent residential and 30 percent nonresidential compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every 3 years and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would ensure the Project would be more energy efficient than the existing Fry’s Electronics Store. Furthermore, the</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Use lighter-colored pavement where feasible; – Recycle construction debris to maximum extent feasible; – Protect and plant shade trees in or near construction projects where feasible; and – Solicit bids that include concepts listed above. <p>Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.</p> <p>Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.</p> <p>Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.</p> <p>Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.</p> <p>Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.</p> <p>Land use siting and design measures that reduce GHG emissions, including:</p> <ul style="list-style-type: none"> – Developing on infill and brownfields sites; – Building high density and mixed use developments near transit; – Retaining on-site mature trees and vegetation, and planting new canopy trees; – Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and – Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. 	<p>Project would be required to comply with the CALGreen Code, which includes standards designed for efficient water use.</p> <p>Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Buildings 1 and 2. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and the East-West Paseo and within the various parking structures. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future EVSE, as well as equipped with EV charging stations</p> <p>Furthermore, as described under TRA-1, the Project qualifies as a TPP, meaning it is well served by local and regional transit opportunities thereby reducing vehicles miles traveled (VMT) to and from the Project.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>Collectively, these Project features and conditions as well as the Project’s required regulatory compliance would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, in substantial conformance with the project-related mitigation identified by SCAG.</p>
Hazards and Hazardous Materials (HAZ)		
<p>HAZ-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</p> <p>Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</p> <p>Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.</p> <p>Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.</p> <p>Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> – The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. – The location of such hazardous materials. 	<p>The Project would be consistent with this mitigation measure.</p> <p>Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All Project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.</p> <p>The Phase I Environmental Site Assessment (ESA) and Phase II ESA (See Appendices G-1 and G-2, respectively) were prepared to assess the potential for Project implementation to result in impacts related to hazards and hazardous materials. As described in the Phase I ESA, the existing building on the Project Site was constructed in 1962 and, therefore, there is the potential for asbestos containing materials (ACM) and lead based paint (LBP) to be present in the existing structure. Due to the</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> - An emergency response plan including employee training information. - A plan that describes the manner in which these materials are handled, transported and disposed. <p>Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.</p> <p>Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>Avoid overtopping construction equipment fuel gas tanks.</p> <p>During routine maintenance of construction equipment, properly contain and remove grease and oils.</p> <p>Properly dispose of discarded containers of fuels and other chemicals.</p>	<p>presumed presence of ACM and LBP in the existing structure on the Project Site, compliance with all applicable Federal, State, and City regulations regarding investigation and removal of these materials would be required.</p> <p>The Phase I ESA identified recognized environmental conditions (RECs), controlled RECs, and/or environmental issues in connection with the Project Site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A controlled REC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. If RECs or environmental issues in connection with hazards or hazardous materials on the Project Site are identified, the Project may result in a significant impact related to the creation of a hazard to the public or environment.</p> <p>The Phase I ESA identified that the Project Site’s prior use as a Lockheed Martin plant facility and offices on the southern portion of the site and a gasoline service station/automotive repair operation on the northeastern portion of the site. The former gasoline service station/automotive repair included operation of four (4) 12,000-gallon gasoline/diesel/ tetrachloroethylene (PCE) underground storage tanks (USTs), one 550-gallon waste oil UST, one concrete 1,600-gallon clarifier, and seven (7) dispensers. The former gasoline service</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>station/automotive repair operation was demolished in 1992 and the former USTs and associated features were removed and the remaining soils were tested for contamination. Test results found that contamination from volatile organic compounds (VOCs), PCEs, and total petroleum hydrocarbons (TPH) were found in the upper 10 feet of soil. Approximately 1,380 tons of PCE-and diesel/oil-impacted soil was excavated from the site and further testing showed that the site had been remediated adequately in accordance with the requirements of the Cleanup and Abatement Order No. 87-161, which is associated with the cleanup of several Lockheed plants in the Burbank area. Thus, the California Regional Water Quality Control Board (RWQCB) issued a No Further Action status to the Project Site and the site was removed from Cleanup and Abatement Order No. 87-161. However, based on the regulatory closure with residual PCE-impacted soil left in place, the historical usage of the Project Site, and associated closed release case, the Phase I ESA determined that this is considered a CREC for the Project. Thus a Phase II ESA was recommended to conduct a soil vapor survey to evaluate the potential for vapor intrusion issues at the Project Site.</p> <p>As a part of the Phase II ESA, soil vapor samples were collected at 22 locations in the exterior portions of the Project Site and these were analyzed for VOCs to evaluate for potential vapor intrusion conditions. PCE was detected at 19 of the 24 soil vapor samples, with the highest concentrations in the northeast portion of the Project Site. PCE was not detected in the samples in the southwest portion of the site. To reduce the potential impact of exposure to PCEs, a Soil Management Plan and new soil vapor barrier system</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>with new post-construction monitoring would be required as set forth in Mitigation Measures MM-HAZ-1 and MM-HAZ-2. The soil vapor barrier system would be located in the northeastern portion of the Project Site beneath Residential Building 1, where the Phase II ESA identified the highest concentrations of PCE in soil vapor. Furthermore, an Operations, Maintenance, and Monitoring (OMM) Plan would be prepared to confirm that the vapor barrier is protective of human and environmental health, as set forth in Mitigation Measures MM-HAZ-3.</p> <p>Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.</p> <p>Therefore, the City has determined that the Project's compliance with existing regulatory requirements and Mitigation Measure MM-HAZ-1 through MM-HAZ-3 is equal to or more effective than MM HAZ-1(b).</p>
<p>HAZ-2: Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>MM-HAZ-1(b). See above.</p>	<p>As described above, under HAZ-1, the Project would be consistent with MM-HAZ-1(b) through compliance with all applicable regulatory requirements and incorporation of identified Mitigation Measure MM-HAZ-1.</p> <p>As part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>databases were reviewed for the Project Site and properties within the standard search radii pursuant to California Government Code Section 65962.5. The databases searched are known as the “Cortese List” and include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency (CalEPA). The Project Site is identified in several listings within the regulatory database report, as described in additional detail under response to Checklist Question IX.d, below.</p> <p>Identification within these databases, which include listings of properties that have documented conditions related to hazardous materials, conditions, or contamination, may indicate an REC for the Project and, therefore, a potentially significant impact. To mitigate any potential impacts, as discussed under response to Checklist Question IX.a, the Project would be required to implement Mitigation Measures MM-HAZ-1 through MM-HAZ-3, which requires preparation of a Soils Management Plan, the installation of a vapor barrier system, and the preparation of a OMM, respectively. The OMM Plan would be implemented to confirm that the vapor barrier is protective of human and environmental health by requiring prohibitions of disturbing the vapor barrier and periodic sampling of indoor air spaces in compliance with regulatory agency requirements.^{15, 16}</p> <p>In addition, during construction, all potentially hazardous materials encountered and used at the Project Site would be used and stored in accordance with manufacturers’ instructions and handled in compliance with applicable</p>

¹⁵ EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

¹⁶ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

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		<p>standards and regulations. This ensures that potential risks associated with construction related activities are minimized. Any potential risks to human or environmental health would be further reduced with the implementation of MM-HAZ-1, which requires the implementation of an SMP to determine appropriate soil handling and managing requirements.</p> <p>Moreover, as described above under HAZ-1, any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>HAZ-3: Potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p>MM-HAZ-1(b). See above.</p>	<p>As described above, under HAZ-1 and HAZ-2, the Project would be consistent with MM-HAZ-1(b), to the extent applicable. The nearest school to the Project Site is Providencia Elementary School, which is 0.15 miles (804 feet) away, located southeast of the Project Site across West Pacific Avenue. The Project would not emit or handle hazardous materials or substances other than those typical in other mixed-use developments during construction and operation. In addition, all potentially hazardous materials encountered during construction would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations and, thus, impacts would be minimized. Furthermore, as described above under MM-HAZ-1(b), the removal of any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, the Project would be consistent with this mitigation measure.</p>

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<p>HAZ-4: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.</p>	<p>MM-HAZ-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</p> <p>Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <p>Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</p> <p>Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <p>Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual</p>	<p>The Project would be consistent with these mitigation measures for the reasons stated below.</p> <p>As part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory databases were reviewed for the Project Site and properties within the standard search radii as required by California Government Code Section 65962.5. The databases are known as the “Cortese List” and include EnviroStor, GeoTracker, and other lists compiled by the CalEPA. The Project Site is identified as a hazardous materials site within multiple databases (CA CERS, CA WIP, CA FID UST, CA SWEEPS UST, CA CERS HAZ WASTE, CA CPS-SLIC, CA HWTS, CA HAZNET, CA CDL, CA ENF, RCRA NonGen/NLR, FINS and ECHO).</p> <p>The Project’s listing in these databases, with the exception of the CA CDL and CA ENF databases, is associated with the Project Site’s prior use as a Lockheed Martin plant facility and corporate offices. The Project’s identification in the CA CDL and CA ENF databases, is due to the discovery of illegal drug lab equipment found in a vehicle on the Project Site in 2003. However, the Phase I ESA determined that these listings did not represent a REC for the Project Site (Appendix G-1). To minimize adverse effects resulting from the Project Site’s former use as a Lockheed Martin plant facility and corporate office, as discussed under HAZ-1, the Project would be required to implement Mitigation Measure MM-HAZ-1, which requires the preparation of a Soil Management Plan and installation of a vapor barrier system along with a PCM component. In addition, an O&M Plan would be required to</p>

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	<p>staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>Use best management practices (BMPs) regarding potential soil and groundwater hazards.</p> <p>Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p> <p>If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Sections 25915–5919.7; and other local regulations.</p> <p>Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p> <p>Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor,</p>	<p>confirm that the vapor barrier is protective of human and environmental health.^{17,18}</p> <p>Furthermore, as described above under MM-HAZ-1(b), the removal of any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. These regulatory requirements and mitigation measures are consistent with the relevant measures identified in MM-HAZ-4(b) for ACM and LBP. Therefore, the Project would be consistent with this mitigation measure.</p>

¹⁷ EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

¹⁸ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

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	<p>or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p> <p>Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p>HAZ-5: Potential for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>HAZ-6: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

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<p>HAZ-7: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>MM-TRA-5(b). See below.</p>	<p>The Project would be consistent with this mitigation measure through compliance with existing regulatory requirements as well as incorporation of specific Mitigation Measures. Specifically, an emergency response plan would be submitted to the Burbank Fire Department (BFD) and City Engineer as part of the standard building permit review process which is required for all commercial and residential development (see PSF-1). Moreover, the Project does not propose permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulations would achieve consistency with MM-TRA-5(b).</p>

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<p>HAZ-8: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</p>	<p>MM-HAZ-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.</p> <p>Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.</p> <p>Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</p> <p>Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.</p> <p>Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</p> <p>Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</p> <p>Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.</p> <p>Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat</p>	<p>No mitigation applies. This mitigation measure does not apply to the Project, because there are no wildlands in the Project vicinity, and the Project Site is not near a wildland fire hazard. Furthermore, the Project is subject to regulatory requirements, such as adherence to the City's Fire Code requirements, such as submitting a fire safety plan to BFD for their review and approval pursuant to Article 3 of the BMC.</p>

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Hydrology and Water Quality (HYD)		
<p>HYD-1: Potential to violate any water quality standards or waste discharge requirements.</p>	<p>MM-HYD-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: <ul style="list-style-type: none"> – U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act – Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. – California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water 	<p>Consistent. The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. Construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site.</p> <p>In accordance with the requirements of the permit, the Project Applicant would prepare and implement a site-specific SWPPP that meets the requirements of the General Construction Permit and specifies BMPs to be used during construction. BMPs would include, but would not necessarily be limited to: erosion control, sediment control, non-stormwater management, and materials management BMPs, with erosion control and drainage devices. In addition, the Project would be required to comply with BMC Chapter 1, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, that would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Compliance with all applicable Federal, State, and local</p>

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	<p>resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</p> <p>Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.</p> <p>Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</p> <p>Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.</p> <p>Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</p> <p>Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.</p> <p>Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.</p> <p>Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</p> <p>Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</p> <p>If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.</p>	<p>requirements would reduce the potential for Project construction to release contaminants into the groundwater that could affect existing contaminants, expand the area, or increase the level of groundwater contamination. Therefore, Project construction activities would not violate any water quality standards or waste discharge requirements.</p> <p>The Project Site currently generates stormwater runoff from the on-site buildings, loading areas, and surface walkways. No BMPs currently exist on-site to treat runoff, and all existing drainage is conveyed into the adjacent streets untreated, making its way to the local municipal storm drainage system.</p> <p>During operation, the Project would generate stormwater runoff into the municipal storm drain system such as nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. These pollutants most often originate from motor vehicle use and the associated deposition of fuel, oil and rubber on the ground surface, trash collection areas, landscape maintenance activities, pesticide and herbicide use, and general human activity.</p> <p>However, the Project would be subject to compliance with the requirements set forth in the LARWQCB Stormwater Quality Management Plan, the County of Los Angeles' Municipal Separate Storm Sewer Systems (MS4) permit, and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). In addition, in compliance with the MS4 permit the Project would be required to implement Low Impact Development (LID) strategies, with the goal of removing nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The City's</p>

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		<p>LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards, the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Based on the above, with implementation of BMPs and compliance with other applicable requirements (e.g., NPDES, MS4, SUSMP, LID standards, etc.), operation of the Project would not violate any water quality standards or waste discharge requirements.</p> <p>Therefore, through compliance with existing regulatory requirements, the Project would be consistent with this mitigation measure.</p>
<p>HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).</p>	<p>MM-HYD-2(b): Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <p>Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</p> <p>Avoid designs that require continual dewatering where feasible.</p>	<p>No mitigation applies. The Project Site currently consists of an existing Fry’s Electronics Store and an associated surface parking lot with some landscaping, which would be replaced by mixed-use buildings surrounded by hardscape, landscape, rooftop, and courtyard planting. There would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the Project. Thus, no lowering of the groundwater table would occur. In addition, as described in the Hydrology and Water Quality Technical Report (Appendix H), the Project Site is 95 percent impervious in the existing conditions, and there is no known contribution to groundwater recharge at the Project Site. The Project would decrease the percentage of impervious area compared to the existing conditions on the Project Site, as impervious areas would cover approximately 81 percent of the Project Site after construction.</p>

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	<p>Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</p> <p>Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</p>	<p>Although the Project would result in a decrease in impervious surfaces, the groundwater recharge potential would remain minimal as the Updated Geotechnical Investigation (Appendix E) concluded that groundwater is not present in shallow areas below the Project Site (approximately 50 to 60 feet below ground surface [bgs]) and any infiltration of surface flow from the Project would not infiltrate, or otherwise effect, groundwater levels, recharge rates or direction of groundwater flow. Thus, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and no mitigation applies.</p>
<p>HYD-3: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.</p>	<p>MM-HYD-1(b). See above.</p>	<p>As discussed under HYD-1, the Project would be consistent with this mitigation measure, because the Project would be required to comply with all applicable BMC Chapter 1 regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion, as well as all NPDES General Construction Permit requirements. Thus, through compliance with all NPDES General Construction Permit requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site (Appendix H). Thus, operation of the Project would not result in substantial hydrological changes or erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river.</p>

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<p>HYD-4: Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.</p>	<p>MM-HYD-1(b). See above.</p>	<p>As described above under HYD-1, the Project would be consistent to this mitigation measure, and through compliance with existing regulatory measures, would not alter the existing drainage pattern of the area surrounding the Project Site. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off-site.</p>
<p>HYD-5: Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.</p>	<p>MM-HYD-1(b). See above.</p>	<p>As described above under HYD-1, the Project would be consistent to this mitigation measure, and through compliance with existing regulatory measures, would not alter the existing drainage pattern of the area surrounding the Project Site. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off-site. Therefore, the would be consistent with this mitigation measure.</p>
<p>HYD-6: Potential to otherwise substantially degrade water quality.</p>	<p>MM-HYD-1(b). See above.</p>	<p>As discussed under HYD-1, the Project would be consistent with this mitigation measure, because the Project is required to implement all applicable regulatory requirements to protect water quality, which will ensure consistency with MM-HYD-1(b).</p>
<p>HYD-7: Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-8: Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.</p>	<p>MM-HYD-8(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.</p> <p>Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>No mitigation applies. No mitigation is required, as the Project Site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map.¹⁹ Thus, the Project would not place structures in an area that would impede or redirect flood flows.</p> <p>No mitigation is required. The Project Site is located approximately 4.4 miles away from the Hollywood Reservoir and approximately 14.9 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, there would be no risks associated with Project placement within a 100-year flood hazard area. In addition, the Project Site is located in an urbanized portion of the City and is relatively flat with intervening structures between the Pacific Ocean and the Project Site, which limits the potential for inundation by mudflow. Thus, there is an extremely low potential for inundation by seiche, tsunami, or mudflow and no mitigation is required.</p>
<p>HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.</p>	<p>MM-HYD-8(b). See above.</p>	<p>No mitigation applies. No mitigation is required, as the Project Site is not within a 100-year or 500-year flood hazard area according to FEMA Flood Insurance Rate Map. Thus, the Project would not place structures in an area that would impede or redirect flood flows.</p> <p>No mitigation is required. The Project Site is located approximately 4.4 miles away from the Hollywood Reservoir and approximately 14.9 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, risks associated with flooding as a result of the failure of a levee or dam would be considered</p>

¹⁹ Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center, Parcel Information for 2311 N. Hollywood Way, Burbank CA, accessed April 15, 2021. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06037C1328F, the Project Site is located within an Area of Minimal Flood Hazard.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-10: Potential for inundation by seiche, tsunami, or mudflow.</p>	<p>MM-HYD-8(b). See above.</p>	<p>extremely low at the Project Site and no mitigation is required.</p> <p>No mitigation applies. No mitigation is required, as the Project Site is not within a 100-year or 500-year flood hazard area according to FEMA Flood Insurance Rate Map.</p> <p>No mitigation is required. The Project Site is located approximately 14.9 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. In addition, the Project Site is located in an urbanized portion of the City and is relatively flat with intervening structures between the Pacific Ocean and the Project Site, which limits the potential for inundation by mudflow. Thus, there is an extremely low potential for inundation by seiche, tsunami, or mudflow and no mitigation is required.</p>
<p>Land Use and Planning (LU)</p>		
<p>LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>MM-LU-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:</p> <p>Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.</p>	<p>No mitigation applies. No mitigation is required, as the Project is consistent with applicable regional and local land use plans, policies, and regulations, as described below.</p> <p>As set forth in Chapter 3, <i>SCEA Criteria and TPP Consistency Analysis</i>, the Project is consistent with the general use designation, density, building intensity, and applicable policies of SCAG’s 2016 RTP/SCS (see PRC Section 21155(a) consistency determination) as well as the RTP/SCS’s goals and policies. Accordingly, the Project does not conflict with the 2016 RTP/SCS.</p> <p>In addition, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project is consistent with applicable policies in the City’s General Plan, specifically for the Golden State</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>Transportation Management District (TMD), which includes the Project Site. Goals of TMD's include the consideration of different incentives to promote alternative transportation, and expansion of TMD's for new development. Policy 1.7, which is to ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community, is consistent as the Project proposes the development of multi-family residential developments along corridors that are well-served by transit.</p> <p>In addition, the Project's 80 Very Low Income affordable units and 782 market rate units within one-half mile of multiple transportation routes will support Policy 12.4 and 12.5 of the General Plan's Land Use Element by developing mixed-income housing and amenities near transit opportunities.</p> <p>The Project Site is designated for Regional Commercial land uses by the Burbank General Plan. The Project Site is within the Commercial General Business Zone (C-3).</p> <p>Additionally, the Project's proposed density, floor area, and development envelope are consistent with Policy 1.2 of the City of Burbank General Plan, which permits increases and associated incentives for Projects located within a Transit Center, like the Project, as identified in the Mobility Element of the General Plan.</p> <p>The Project would be consistent with applicable regional and local land use plans, policies, and regulations. Therefore, no mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>LU-2: Potential to physically divide an established community.</p>	<p>MM-LU-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Consider alignments within or adjacent to existing public rights-of-way.</p> <p>Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</p> <p>Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</p> <p>Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.</p> <p>Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</p> <ul style="list-style-type: none"> – Alignment shifts to minimize the area affected. – Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways. <p>Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.</p> <p>Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.</p>	<p>No mitigation applies. This mitigation does not apply to the Project because the Project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of the established community. Nevertheless, the Project would provide for new connections around the Project Site and include larger sidewalks surrounding the Project Site. Furthermore, the Project would include new open space areas for the residents, which would improve pedestrian connectivity around and through the Project Site. The Project would encourage multiple modes of travel by providing bicycle access and parking, as well as providing restaurant uses in proximity to public transit. Therefore, no mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>LU-3: Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.</p>	<p>See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b).</p>	<p>No mitigation applies. See above for consistency analysis regarding PMM BIO-1, PMM BIO-2, PMM BIO-3, PMM BIO-4, and PMM BIO-5.</p> <p>The Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.²⁰ Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area.²¹ Therefore, this mitigation measure does not apply.</p>
<p>Mineral Resources (MIN)</p>		
<p>MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p>MM-MIN-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.</p> <p>Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:</p> <p>Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</p> <p>Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:</p>	<p>No mitigation applies. The Project Site is fully developed, and no mineral resource or oil wells are present. There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses.^{22,23} Therefore, this mitigation measure does not apply.</p>

²⁰ California Department of Fish and Wildlife, California Regional Conservation Plans, www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans, accessed April 7, 2021; California Department of Fish and Wildlife, Natural Community Conservation Plans, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed April 7, 2021.

²¹ County of Los Angeles, Significant Ecological Areas, planning.lacounty.gov/site/sea/, accessed April 7, 2021.

²² City of Burbank, *Burbank2035 General Plan*, Safety Element, February 19, 2013, p. 6-14, <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1616616672474>, accessed June 15, 2021.

²³ United States Geological Survey, Active Mines and Mineral Plants in the U.S., <https://mrdata.usgs.gov/mrds/map-graded.html>, accessed April 15, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. – Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. – Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. – Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of Project site and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources. 	
<p>MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.</p>	<p>MM-MIN-1(b). See above.</p>	<p>No mitigation applies. There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses.^{24,25} Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, MM-MIN-1(b) would not apply.</p>
Noise (NOISE)		
<p>NOISE-1: Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>MM-NOISE-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor’s Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth</p>	<p>The Project would be consistent with this mitigation measure through required compliance with applicable noise regulations in the BMC and with the City’s Noise Ordinance, intended to reduce increases in existing ambient noise levels resulting from the Project’s construction</p>

²⁴ City of Burbank, *Burbank2035 General Plan*, Safety Element, February 19, 2013, p. 6-14, <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1616616672474>, accessed June 15, 2021.

²⁵ United States Geological Survey, Active Mines and Mineral Plants in the U.S., <https://mrdata.usgs.gov/mrds/map-graded.html>, accessed April 15, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Install temporary noise barriers during construction.</p> <p>Include permanent noise barriers and sound-attenuating features as part of the project design.</p> <p>Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.</p> <p>Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.</p> <p>Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</p> <p>Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</p> <p>Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</p> <p>Designate an on-site construction complaint and enforcement manager for the project.</p> <p>Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</p> <p>Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.</p> <p>Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.</p>	<p>activities. These regulatory requirements are as follows:</p> <p>With regard to construction impacts on neighboring sensitive uses, prior to issuance of grading permits, the Project Applicant will implement Mitigation Measures MM-NOI-1 and MM-NOI-2. MM-NOI-1 requires a 15-foot noise barrier along the southwestern corner of the Project Site extending 100 feet north and 400 feet east along Valhalla Drive, portable noise blankets to be placed on equipment engines to dampen engine noise, and a limit of five pieces of heavy construction equipment operating at the same time within 200 feet of both the southwestern and southeastern corners of the Project Site. MM-NOI-2 will ensure that the greatest distance between noise sources and sensitive receptors during construction activities have been achieved by noting the following measures on the grading plan cover sheet: 1) Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards; 2) construction staging areas shall be located away from off-site sensitive uses during project construction, and 3) the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.</p> <p>With regard to potential operational impacts on future proposed residential uses, per PDF-NOI-1 and PDF-NOI-2, all frontline residential units on the eastern side of the frontline buildings along N. Hollywood Way would require noise barriers with a minimum height of 4 feet to shield outdoor active use areas (e.g., balconies, decks). Mechanical ventilation, such as air conditioning, would be required for all on-site residential units to</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.</p> <p>Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.</p> <p>Use noise barriers to protect sensitive receptors from excessive noise levels during construction.</p> <p>Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.</p> <p>Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</p> <p>Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</p> <p>Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</p>	<p>ensure that windows can remain closed for prolonged periods of time to reduce indoor noise impacts. Building façade upgrades (e.g., window upgrades with sound transmission class [STC] ratings of higher than STC-28) shall be implemented for all residential units facing N. Hollywood Way and Vanowen Street, railroad tracks, and airport approach/departure paths. Windows with STC-30 or higher shall be installed for bedrooms and living rooms associated with residential units on the eastern, northern, and western sides of the Project Site.</p>
<p>NOISE-2: Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>MM-NOISE-1(b). See above</p> <p>MM-NOISE-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</p> <p>For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</p> <p>For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to</p>	<p>See above for discussion of consistency with MM-NOISE-1(b), under NOISE-1 above.</p> <p>Through compliance with regulatory requirements, the Project will be in substantial conformance with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</p> <p>For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.</p>	
<p>NOISE-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>MM-NOISE-1(b). See above.</p>	<p>See above consistency analysis regarding MM-NOISE-1(b). The Project would be consistent with this mitigation measure through compliance with existing regulatory requirements.</p>
<p>NOISE-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>MM-NOISE-1(b). See above.</p>	<p>See above discussion of consistency with MM-NOISE-1(b).</p> <p>The Project would be consistent with this mitigation measure through required compliance with applicable noise regulations.</p>
<p>NOISE-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>NOISE-6: For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>Population, Housing, and Employment (PHE)</p>		
<p>PHE-1: Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).</p>	<p>MM-LU-1(b). See above.</p>	<p>As discussed above under LU-1 through LU-3, no mitigation applies as the Project would be consistent with the goals and policies of regional and local plans, and does not propose features or new infrastructure that would disrupt the physical arrangement of the established community or induce new growth in the vicinity of the Project Site. Accordingly, the Project’s use and development envelope are consistent with SCAG’s</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>2016 RTP/SCS, the City’s General Plan, and the BMC.</p> <p>In addition, the projected population increase at the Project Site would be within SCAG’s 2016 RTP/SCS population projections for the City. Specifically, as detailed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the addition of 2,121 residents and 249 net new employees represents a 2.26 percent increase in resident population estimates for the City in 2016 and 2.05 percent of the estimated population in the City by 2040.²⁶ Therefore, population growth associated with the Project would be within the anticipated SCAG forecast for population, and no mitigation applies.</p> <p>These 862 residential units would represent a 5.79 percent increase in the overall estimated housing units for the City in 2016 and 1.77 percent of the estimated housing units for the City by 2040.²⁷ This increase would not be considered a substantial increase in housing for the area as the addition of 862 new multi-family residential units is within the anticipated housing increases based on SCAG’s 2016 RTP/SCS projections for housing, and no mitigation applies.</p> <p>Due to its consistency with these regional and local plans and policies, the Project would not induce significant growth or accelerate development in an undeveloped area that exceeds projected/planned levels. Furthermore, the Project would respond to the general need for more housing in the region, which would help accommodate the</p>

²⁶ Population Year 2016 (2,121 residents and 249 net new employees/105,000 total City of Burbank residents) x 100 = 2.02%
 Population Year 2040: (2,121 residents and 249 net new employees /115,400 total projected City of Burbank residents) x 100 = 2.20%

²⁷ Housing Year 2016: (862 units/14,900 total City of Burbank units) x 100 = 5.79%
 Housing Year 2040: (862 units/48,600 total projected City of Burbank units) x 100 = 1.77%

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		growth forecast for the City. Accordingly, this mitigation measure does not apply.
<p>PHE-2: Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.</p>	<p>MM-PHE-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction’s housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</p> <p>Prioritize the use existing ROWs, wherever feasible.</p> <p>Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</p>	<p>No mitigation applies. This mitigation measure does not apply to the Project. The Project would not displace any existing housing, as it would replace existing nonresidential uses at the Project Site. Furthermore, the Project would develop 862 housing units at the Project Site, including 80 Very Low Income housing units. Accordingly, development of the Project would not necessitate the construction of replacement housing and this mitigation does not apply.</p>
<p>PHE-3: Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.</p>	<p>MM-PHE-2(b). See above.</p>	<p>No mitigation applies. As discussed above under PHE-2, this mitigation measure is not applicable to the Project. The Project would not displace substantial numbers of people and would not necessitate the construction of replacement housing.</p>
<p>Public Services (PS)</p>		
<p>PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services.</p>	<p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>MM-PS-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the</p>	<p>See consistency discussions above and below regarding MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>The Project would be consistent with MM-PS-1(b) through its required compliance with existing regulatory requirements. The BFD is responsible for enforcing fire codes, providing fire inspections, assisting in planning and enforcing development standards</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <p>Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.</p> <p>During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	<p>All site and building development carried out under the Project would be required to comply with all applicable fire code and ordinance requirements for construction, emergency/fire, access, water mains, fire flows, and hydrants, and would be subject to review and approval by the BFD prior to building permit and certificate of occupancy issuance. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance fire safety and support fire protection services.</p> <p>The closest fire station to the Project Site is BFD Station 13, which is approximately 0.6 miles southwest. BFD Station 13 is the first response station for the Project and is equipped with an engine and rescue ambulance.²⁸ The Project Site is also located approximately 1.08 miles northwest of the BFD Station 14, which is equipped with a single fire engine and maintains and repairs the self-maintaining apparatus (SCBA), as well as testing all fire fighters in the proper fit.²⁹ Furthermore, the Project would comply with BMC Title 9, Chapter 1, Building and Fire, which requires all construction and demolition to be permitted, as well as inspection of all fire apparatus and emergency ingress and egress routes to and from the Projects Site. The Project would be required to follow fire flow requirements for the buildings based on the California Fire Code Appendix B, as well as installing fire protection devices based on the California Fire Code, National Fire Protection Association (NFPA) 13, NFPA 72, and the BMC.</p>

²⁸ Burbank Fire Department (BFD), Correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

²⁹ BFD, Fire Stations, <https://www.burbankfire.us/divisions/fire-suppression/fire-stations>, accessed April 16, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>The Project would also be required to demonstrate compliance with California Fire Code requirements as part of BFD’s hydrant and access plan check review. In addition, the Project Applicant shall submit an emergency response plan to BFD prior to occupancy of the Project for review and approval. The emergency response plan would include, but not be limited to, the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and location of nearest hospitals, and fire stations. Furthermore, any required modifications shall be identified and implemented prior to occupancy of the Project.</p> <p>Finally, the BFD has stated that there are no short term plans for increases in staffing pending.³⁰ As noted by the BFD, impacts on call volumes and apparatus/infrastructure maintenance will be monitored over time, which could lead to the future need to expand infrastructure and staffing for service. Therefore, compliance with existing requirements and BFD review of the Project would ensure consistency with this mitigation measure.</p>

³⁰ BFD, Correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>PS-2: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services.</p>	<p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>MM-PS-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:</p> <p>Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.</p> <p>Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.</p> <p>During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	<p>See consistency discussions above and below regarding MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>The Project would be consistent with this mitigation measure. The Project Site and the surrounding area are currently served by the City of Burbank Police Department (BPD) Headquarters. The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios, as stated in the information received for the Project, from the BPD (see Appendix L). In addition, the Project would be required to pay applicable police facility fees pursuant to Zoning Code Article 22, that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project's design, which includes security features, as well as the Project's contribution of in lieu fees, would help offset the Project related increase in demand for police services. As such, the Project would not cause significant impacts associated with the construction of new or physically altered police protection facilities. Compliance with all State and City regulatory requirements and guidelines that address police protection will be equal to or more effective than MM-PS-1(b), and will thus, ensure consistency with this mitigation measure.</p>
<p>PS-3: Potential to cause substantial adverse physical impacts associated with the provision of new or physically</p>	<p>Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p>	<p>See consistency discussions above and below regarding MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b),</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools services.</p>	<p>MM-PS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:</p> <p style="padding-left: 40px;">Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p> <p>During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	<p>MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MMCUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b).</p> <p>The Project would be consistent to this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Burbank Unified School District (BUSD) is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995.</p> <p>Furthermore, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project's addition of 2,121 new residents and 249 net new employees would result in an increase of 247 elementary school students, 130 middle school students, and 194 high school students.³¹ Elementary Schools in the City currently have an enrollment of 6,388 students and a maximum capacity of 6,425 students.³² Therefore, the addition of 247 elementary school students due to Project development would result in an exceedance of the school's maximum capacity. However, this exceedance would be addressed with the payment of school fees as discussed above. Middle Schools in the City currently have an enrollment of 3,511 students and a maximum capacity of 4,293 students. Therefore, the addition of 130 middle school children due to Project development would not result in an exceedance of the school's maximum capacity. High Schools in the City currently have an enrollment of 5,242 students and</p>

³¹ 2,370 individuals x 0.1039 elementary school students/multi-family dwelling unit = 247 elementary school students
 2,370 individuals x 0.0547 middle school students/multi-family dwelling unit = 130 middle school students
 2,370 individuals x 0.0818 high school students/multi-family dwelling unit = 194 high school students

³² Burbank Unified School District, *School Fee Justification Study*, 2020, <https://www.burbankusd.org/cms/lib/CA50000426/Centricity/domain/77/2020-21/Developer%20Fee%20Justification%20Study%202020%20-%20FINAL.pdf>, accessed June 30, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>a maximum capacity of 6,185 students. Therefore, the addition of 194 high school children due to Project development would not result in an exceedance of the school's maximum capacity.</p> <p>Therefore, pursuant to existing regulatory requirements the Project would be consistent with this mitigation measure.</p>
Recreation (REC)		
<p>REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>MM-REC-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <p>Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</p> <p>Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</p> <ul style="list-style-type: none"> – Increasing the accessibility to natural areas for outdoor recreation. – Promoting infill development and redevelopment to revitalize existing communities. – Utilizing “green” development techniques. – Promoting water-efficient land use and development. – Encouraging multiple uses. – Including trail systems and trail segments in General Plan recreation standards. <p>Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.</p>	<p>The Project would be consistent with this mitigation measure due to its compliance with existing regulatory requirements. Specifically, any potential adverse effects to City recreational facilities by Project residents would be minimized through compliance with BMC Section 10-1-715, pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. In addition, pursuant to Burbank Zoning Code Article 22, the Project would be required to pay applicable park facility fees.</p> <p>Therefore, pursuant to existing regulatory requirements, the Project would be consistent with this mitigation measure, would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Project would be consistent with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	
<p>REC-2: Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p>See MM-REC-1(b).</p>	<p>As described above under REC-1, the Project would be consistent with MM-REC-1(b), through required compliance with the City's existing regulatory requirements pertaining to parkland and recreational facilities. The Project would not require the construction or expansion of recreational facilities. Furthermore, the Project would not require the construction or expansion of recreational facilities because any potential adverse effects to City recreational facilities by Project residents would be minimized through compliance with BMC Section 10-1-715, pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. Thus, the Project would be consistent with this mitigation measure.</p>
<p>Transportation, Traffic, and Safety (TRA)</p>		
<p>TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways,</p>	<p>MM-TRA-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <p>Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</p>	<p>The Project would be consistent with these mitigation measures for the reasons stated below. The relevant programs, plans, ordinances, and policies are found in the Mobility Element, the Bicycle Master Plan, and the Complete Streets Plan. The Project's consistency with each of these documents is reviewed in Chapter 5, <i>Initial Study and Environmental Analysis</i>. A fourth document, the City Transportation Demand Management (TDM) Ordinance, would not apply to the Project because it is not located within the Burbank Center</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>pedestrian and bicycle paths, and mass transit.</p>	<p>Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</p> <p>Provide a vanpool for employees.</p> <p>Fund capital improvement projects to accommodate future traffic demand in the area.</p> <p>Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:</p> <ul style="list-style-type: none"> – Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement. – Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document). – Signage and striping onsite to encourage bike safety. – Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials. – Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. – Direct transit sales or subsidized transit passes. – Guaranteed ride home program. – Pre-tax commuter benefits (checks). – On-site car-sharing program (such as City Car Share, Zip Car, etc.) – On-site carpooling program. – Distribution of information concerning alternative transportation options. – Parking spaces sold/leased separately. – Parking management strategies; including attendant/valet parking and shared parking spaces. <p>Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.</p> <p>Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.</p> <p>Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.</p>	<p>Plan area or the Media District Specific Plan area. Additionally, one regional document, Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments (Southern California Association of Governments, Adopted September 2020) (RTP/SCS), was reviewed. As concluded in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project would not result in a conflict with a program, plan, ordinance, or policy addressing the circulation system.</p> <p>In addition, the Project is a mixed income density bonus project that locates market rate and affordable housing next to substantial transit opportunities, thereby reducing VMT.</p> <p>The Project qualifies as a TPP, meaning it is well served by local and regional transit opportunities, and is located within a TPA with access to alternative modes of transportation including public transit, bicycling, and walking. Transit opportunities in the Project Site include various routes operated by Metro, including the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the BurbankBus NoHo-Airport Route, approximately 0.02 miles from the Project Site. The Project Site (when measured from the northernmost Project Site boundary) is also located approximately 264 feet (0.05 miles) southwest of a bus stop located the intersection of Empire Avenue and N. Hollywood Way and serves Metro Lines 94 and 165 buses. In addition, the Project Site (when measured from the northernmost Project Site boundary) is located 554 feet (0.10 miles) southeast of the Burbank Airport South Metrolink Train Station. Therefore, the Project Site satisfies the CEQA exemption transit proximity requirement by being within</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.</p> <p>Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.</p> <p>Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.</p> <p>Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.</p> <p>Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.</p> <p>Purchase, or create incentives for purchasing, low or zero-emission vehicles.</p> <p>Create local “light vehicle” networks, such as neighborhood electric vehicle systems.</p> <p>Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.</p> <p>Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.</p> <p>Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.</p> <p>Project Selection:</p> <ul style="list-style-type: none"> – Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. – Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints <p>Public Involvement:</p> <ul style="list-style-type: none"> – Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. <p>Transit and Multimodal Impact Fees:</p> <ul style="list-style-type: none"> – Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. 	<p>one-half mile of a major transit stop (an existing rail station). Additionally, transit bus stop within the vicinity of the Project Site includes, the 180/181 Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard; the 207 Northbound to Hollywood - Southbound to Athens via Western Avenue; and the 780 Eastbound to Pasadena - Westbound to Washington/Fairfax via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard. The Metro bus and rail transit lines within 0.25 miles walking distance of the Project Site currently provide additional capacity for 6,552 transit riders during the morning peak hour and 5,820 transit riders during the afternoon peak hour. Furthermore, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project would satisfy the City’s VMT screening criteria, and therefore, VMT impacts would be less than significant. Therefore, the Project would be consistent with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. <p>System Monitoring:</p> <ul style="list-style-type: none"> – Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. <p>Arterial Traffic Management:</p> <ul style="list-style-type: none"> – Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. <p>Signal Synchronization:</p> <ul style="list-style-type: none"> – Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. <p>HOV Lanes:</p> <ul style="list-style-type: none"> – Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. <p>Delivery Schedules:</p> <ul style="list-style-type: none"> – Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. – Implement and supporting trip reduction programs. – Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. <p>Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.</p> <p>Bicycle and Pedestrian Trails:</p> <ul style="list-style-type: none"> – Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. <p>Bicycle Safety Program:</p> <ul style="list-style-type: none"> – Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. <p>Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.</p> <p>Bicycle Parking:</p>	

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). <p>Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:</p> <ul style="list-style-type: none"> – Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; – Eliminate or reduce minimum parking requirements for new buildings; – “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); – Use parking pricing to discourage private vehicle use, especially at peak times; – Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; – Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; – Encourage shared parking programs in mixed-use and transit-oriented development areas. <p>Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:</p> <ul style="list-style-type: none"> – Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; – Encourage special event center operators to advertise and offer discounted transit passes with event tickets; – Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking; – Promote the use of bicycles by providing space for the operation of valet bicycle parking service. <p>Parking “Cash-out” Program:</p> <ul style="list-style-type: none"> – Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use. <p>Pedestrian and Bicycle Promotion:</p> <ul style="list-style-type: none"> – Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. <p>Fleet Replacement:</p>	

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.</p>	<p>– Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.</p> <p>MM-TRA-2(b). Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:</p> <p>Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:</p> <ul style="list-style-type: none"> – Advocate for a regional, market-based system to price or charge for auto trips during peak hours. – Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. – Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology. – Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. – Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. <p>Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:</p>	<p>As discussed under TRA-1, above, a number of the identified mitigation measures would pertain to the City or a regional transportation agency and are therefore not relevant to the Project. Of the potential project-level mitigation measures, the Project would be consistent with the identified measures, as it is a TPP and is also located within a TPA with access to alternative modes of transportation, including public transit, bicycling, and walking.</p> <p>Pursuant to CEQA Guidelines Section 15064.3(b)(1) and the City’s VMT Guidelines, residential, retail, office, or mixed-use projects within 0.5 miles of an existing major transit stop that do not have a FAR less than 0.75, do not include more parking than required by the BMC, are consistent with the RTP/SCS, and do not replace affordable housing units with a small number of moderate or high income units, may be presumed to have less than significant VMT impacts. The Project is located less than 0.5 miles of both the Metrolink Burbank Airport South train station and the Hollywood Burbank Airport Regional Intermodal Transportation Center, where several Metro bus lines and a BurbankBus route stop. In addition, the Project would have a FAR of 2.1; would provide 1,613 parking spaces, fewer than the 2,088 required under the BMC; would be consistent with the RTP/SCS; and would not replace any existing housing. Therefore, the Project would satisfy the screening criteria and impacts would be less than significant. Notwithstanding this presumption, the Project will also include several TDM features that would serve to reduce VMT and vehicle trips, including reduced</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> - A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. - Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. - Location of construction staging areas for materials, equipment, and vehicles at an approved location. - A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit. - Provision for accommodation of pedestrian flow. - As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. - Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy. - Any heavy equipment brought to the construction site shall be transported by truck, where feasible. - No materials or equipment shall be stored on the traveled roadway at any time. - Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. - All equipment shall be equipped with mufflers. - Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. - Promote "least polluting" ways to connect people and goods to their destinations. <p>Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:</p> <ul style="list-style-type: none"> - Ensure transportation centers are multi-modal to allow transportation modes to intersect. 	<p>vehicular parking supply, provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the Project Site.</p> <p>Therefore, the Project would be consistent with this mitigation measure.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. – To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. – Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations. – Coordinate schedules and routes across service lines with neighboring transit authorities. – Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles). – Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. – Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles. – Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. – Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. <p>Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:</p> <ul style="list-style-type: none"> – Ensure transit stops and bus lanes are safe, convenient, clean and efficient. – Ensure transit stops have clearly marked street-level designation, and are accessible. – Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. – Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one half mile. <p>Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:</p> <ul style="list-style-type: none"> – Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. – Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). – Investigate the feasibility of an on-line trip-planning program. 	

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	<p>Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:</p> <ul style="list-style-type: none"> – Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. – Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. <p>Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:</p> <ul style="list-style-type: none"> – Designate a certain percentage of parking spaces for ride-sharing vehicles. – Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. – Provide a web site or message board for coordinating shared rides. – Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. – Hire or designate a rideshare coordinator to develop and implement ridesharing programs. <p>Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:</p> <ul style="list-style-type: none"> – Provide assistance to regional and local ridesharing organizations. – Advocate for legislation to maintain and expand incentives for employer ridesharing programs. – Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. – Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. <p>Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.</p> <p>Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.</p> <p>Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.</p> <p>Work with existing shuttle service providers to coordinate their services.</p> <p>Facilitate employment opportunities that minimize the need for private vehicle trips, including:</p>	

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	<ul style="list-style-type: none"> – Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. – Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. <p>Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.</p> <p>Organize events and workshops to promote GHG-reducing activities.</p> <p>Implement a Parking Management Program to discourage private vehicle use, including:</p> <ul style="list-style-type: none"> – Encouraging carpools and vanpools with preferential parking and a reduced parking fee. – Institute a parking cash-out program. – Renegotiate employee contracts, where possible, to eliminate parking subsidies. – Install on-street parking meters with fee structures designed to discourage private vehicle use. – Establish a parking fee for all single-occupant vehicles. <p>Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.</p> <p>Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.</p> <p>Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.</p> <p>Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.</p> <p>Synchronize traffic signals to reduce congestion and air quality.</p> <p>Work with community groups and business associations to organize and publicize walking tours and bicycle events.</p> <p>Support legislative efforts to increase funding for local street repair.</p>	
<p>TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>TRA-5: Potential to result in inadequate emergency access.</p>	<p>MM-TRA-5(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <p>Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours. – Limiting of lane closures during peak hours to the extent possible. – Usage of haul routes minimizing truck traffic on local roadways to the extent possible. – Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. – Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for 	<p>The Project would be consistent to this mitigation measure through compliance with existing regulatory requirements. Specifically, an emergency response plan would be submitted to the BFD during BFD’s review of the Project plans as part of the standard building permit review process (see PSF-1). Moreover, the Project would comply with all BFD emergency access requirements. The Project does not impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulatory requirements would achieve consistency with MM-TRA-5(b).</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</p> <ul style="list-style-type: none"> – Storage of construction materials only in designated areas. – Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. <p>Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</p> <p>Enhance emergency preparedness awareness among public agencies and with the public at large.</p> <p>Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:</p> <ul style="list-style-type: none"> – Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. – Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. – Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction’s ability to function. 	
<p>TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>Utilities and Service Systems (USS)</p>		
<p>USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>USS-2: Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>USS-3: Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>MM-USS-3(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.</p> <p>Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.</p> <p>See MM-HYD-5(b).</p>	<p>No mitigation applies. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, as part of the SUSMP for the Project to manage post-construction stormwater runoff, the Project would include the installation of building roof drain downspouts, area drains, and planter drains throughout the Project Site to collect roof and Site runoff and direct stormwater away from buildings through a series of storm drain pipes. This on-site stormwater conveyance system would serve to prevent on-site flooding and nuisance water on the Project Site. In addition, in compliance with the MS4 permit the Project would be required to implement LID strategies, with the goal of reducing the quantity and intensity of stormwater flows. The City’s LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Impacts associated with on-site stormwater drainage facilities would be less than significant. Therefore, based on the above, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant</p>

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<p>USS-4: Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.</p>	<p>MM-USS-4(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</p> <p>Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</p> <p>Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</p> <p>Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <p>Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</p> <p>Avoid designs that require continual dewatering where feasible.</p> <p>Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.</p>	<p>environmental effects. Therefore, no mitigation applies.</p> <p>No mitigation applies. During construction activities associated with the future development within the Project Site, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.</p> <p>As discussed in the Utility Infrastructure Technical Report prepared for the Project (Appendix N-2), Burbank Water and Power (BWP) is responsible for providing water supply to the City while complying with Local, State, and Federal regulations. Primary sources of water for the BWP service area are from imported water purchased from the Metropolitan Water District (MWD). Water from MWD originates from the Colorado River by the 242 mile Colorado River Aqueduct and the Northern California’s Bay-Delta Region by the 441 mile California Aqueduct. Furthermore, BWP provides reclaimed water, which that originates from the Burbank Water Reclamation Plant that is treated to a quality standard suitable for irrigating parks, golf courses and other outdoor landscapes.</p> <p>To assess the City’s ability to meet the Project’s projected water demand, a Water Supply Assessment (WSA) was prepared (Appendix N-3). As stated in the WSA, in normal years, the Project would create an estimated 236.89 acre-feet per year (afy) of new water demand, or about 1.2 percent of the City’s anticipated total system demand of 18,062 afy in 2025,</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		and 1.0 percent of overall treated water demands of 22,010 afy in 2045. Furthermore, as detailed in the WSA, MWD can meet all water demands in normal, single dry, and multiple dry years by utilizing its current and diverse water portfolio. The WSA found that MWD, as the wholesale potable water supplier has sufficient water supplies available to serve its member agencies now and over a 25-year planning horizon. With that understanding, the City as a member agency has adequate water supplies provided through the MWD and its groundwater pumping to meet Project demands and cumulative demands in 2025, in 2035, and to the 2045 planning horizon of its draft 2020 UWMP. Therefore, no mitigation applies.
<p>USS-5: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s commitments.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs.</p>	<p>MM-USS-6(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p style="padding-left: 40px;">Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:</p> <ul style="list-style-type: none"> – Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. – Inclusion of a waste management plan that promotes maximum C&D diversion. – Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) 	<p>The Project would be consistent to this mitigation measure through compliance with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the</p>

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</p> <ul style="list-style-type: none"> – Reuse of existing structure and shell in renovation projects. – Design for deconstruction without compromising safety. – Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. – Development of indoor recycling program and space. – Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. – Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required. – Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. – Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. – Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. – Develop alternative waste management strategies such as composting, recycling, and conversion technologies. – Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. – Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). – Integrate reuse and recycling into residential industrial, institutional and commercial projects. 	<p>preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2019 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2034) under current conditions.³³</p> <p>Overall, compliance with existing regulations would ensure that the Project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving conformance with this mitigation measure.</p>

³³ County of Los Angeles Department of Public Works, *CoIWMP 2019 Annual Report*, December 2019, https://dpw.lacounty.gov/epd/tf/Attachments/Minutes_Attachments/2019_Attachments/CIWMPAnnualReport_2018.pdf, accessed April 7, 2021.

Impact	SCAG 2016–2040 RTP/SCS Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – Provide recycling opportunities for residents, the public, and tenant businesses. – Provide education and publicity about reducing waste and available recycling services. – Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates. – Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services. 	
<p>USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

4.2 SCAG 2020–2045 RTP/SCS

As a new mixed-use office, restaurant, and residential project to be developed at an urban infill site that directly fronts a Southern California Association of Government (SCAG)-identified high quality transit corridor and within a SCAG-identified High Quality Transit Area (as well as Transit Priority Area [TPA]), the SCAG Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) Program Environmental Impact Report (PEIR), which was adopted on September 3, 2020, is applicable to the Project Site. The SCAG 2020 RTP/SCS PEIR was prepared to evaluate the potential environmental impacts of the proposed 2020 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impact identified in the PEIR. The complete list of the mitigation measures identified in the PEIR is included in Exhibit A, Mitigation Monitoring and Reporting Program (MMRP), of the Final PEIR.³⁴ The MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG and at the project level that would be implemented by the respective lead agency (here, the City of Burbank [City]). Regional mitigation measures would be implemented by SCAG and are therefore not discussed in this table. Project level mitigation measures are those mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects. This table focuses on the Project’s consistency with the MMRP’s project-level mitigation measures (marked as PMM in the MMRP).

³⁴ Southern California Association of Governments (SCAG), *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS), Exhibit A: Mitigation Monitoring and Reporting Program, adopted May 2020, https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf, accessed April 7, 2021.

**TABLE 4-2
 SCAG 2020–2045 RTP/SCS PROJECT-LEVEL MITIGATION MEASURES**

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Aesthetics (AES)		
<p>AES-1: Potential for the Project to have a substantial adverse effect on a scenic vista.</p>	<p>PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity, h) Use see-through safety barrier designs (e.g., railings rather than walls). 	<p>No mitigation applies. Public Resources Code (PRC) Section 21099, enacted by Senate Bill (SB) 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment” for purposes of CEQA. PRC Section 21155(b) defines a Transit Priority Area (TPA) as an area within one-half mile of a major transit stop that is existing or planned. PRC Section 21064.3 defines a “major transit stop” as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As described in this Chapter 3, <i>SCEA Criteria and TPP Consistency Analysis</i>, under Criterion 4, the Project Site is located within approximately 554 feet of the existing Burbank Airport South Metrolink Station, near the intersection of Vanowen Street and N. Hollywood Way, and, thus, is within one-half mile of an existing major transit stop and TPA. Accordingly, the Project’s potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Therefore, while this mitigation measure does not apply to the Project due to the provisions of PRC Section 21099, compliance with existing regulatory requirements would be similar to this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AES-2: Potential for the Project to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>AES-3: Potential for the Project to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.</p>	<p>PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. 	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under AES-1, the Project meets these statutory criteria. In addition, the Project would meet the requirements set forth in Burbank Municipal Code (BMC) Section 31-134 by ensuring that every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material. The Project would also be designed in accordance with General Plan Policy 4.3, which requires the use of street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of the neighborhood an public spaces.³⁵</p>

³⁵ City of Burbank, *Burbank2035 General Plan*, Land Use Element, Policy 4.3, p. 3-5, adopted February 19, 2013.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:</p> <ul style="list-style-type: none"> – use transparent panels to preserve views where sound walls would block views from residences; – use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; and – construct sound walls of materials whose color and texture complements the surrounding landscape and development. <p>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	
<p>AES-4: Potential for the Project to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p>PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</p> <p>Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</p> <p>Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</p> <p>Use unidirectional lighting to avoid light trespass onto adjacent properties.</p>	<p>No mitigation applies. As described above, PRC Section 21099, enacted by SB 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment,” and as described above under AES-1, the Project meets these statutory criteria.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</p> <p>Provide structural and/or vegetative screening from light-sensitive uses.</p> <p>Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</p> <p>Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</p> <p>Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</p>	
Agricultural and Forestry Resources (AG)		
<p>AG-1: Potential for the Project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.</p>	<p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.</p> <p>Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</p> <p>Maintain and expand agricultural land protections such as urban growth boundaries.</p> <p>Provide for mitigation fees to support a mitigation bank³⁶ that invests in farmer education, agricultural</p>	<p>No mitigation applies. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists on or in the vicinity of the Project Site.³⁷ The Project Site is located in an urbanized area of the City and is currently improved with an existing one-story structure, two ancillary structures, and associated surface parking. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

³⁶ The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website. California Department of Fish and Wildlife, Banking, <https://www.wildlife.ca.gov/Conservation/Planning/Banking>, accessed April 15, 2021.

³⁷ California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</p> <p>Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</p> <p>Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</p>	
<p>AG-2: Potential for the Project to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p>	<p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</p> <p>Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</p>	<p>No mitigation applies. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site,³⁸ and there are no Williamson Act contracts in effect for the Project Site.³⁹ The Project Site is located in an urbanized area of the City and is currently improved with an existing one-story structure two ancillary structures, and associated surface parking. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

³⁸ California Department of Conservation, Farmland Mapping & Monitoring Program, 2016 Los Angeles County Map, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed April 15, 2021.

³⁹ California Department of Conservation, *The Williamson Act Status Report*, 2017, https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AG-3: Potential for the Project to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).</p>	<p>PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources. 	<p>No mitigation applies. The Project Site and surrounding vicinity are not zoned for forest land, timberland, or timberland zoned Timberland Production.</p>
<p>AG-4: Potential for the Project to result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p>PMM AG-3. See above.</p>	<p>No mitigation applies. The Project Site does not include forest land; therefore, no forest land will be lost or converted to non-forest uses. The Project Site is located in an urbanized area of the City and is currently improved with an existing one-story structure two ancillary structures, and associated surface parking. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>
<p>AG-5: Potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>	<p>PMM AG-2 and PMM GHG-1. See above and below.</p> <p>PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently 	<p>No mitigation applies. The Project Site is currently not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted to non-forest uses. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the Project.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</p> <p>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	
Air Quality (AQ)		
AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	No mitigation applies.
AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Minimize land disturbance.</p>	<p>The Project would be consistent with this mitigation measure as it will comply with existing regulations that have been identified and are required by the Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. Adherence to the following requirements by SCAQMD, CARB, the State of California, and the federal government would further ensure consistency with PMM-AQ-1.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. 	<p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <p>Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.</p> <p>The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road:</p> <ul style="list-style-type: none"> – Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; – Pave the surface extending at least 100 feet and at least 20 feet wide; – Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or – Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. <p>Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts).</p> <p>Ground cover in disturbed areas shall be replaced as quickly as possible.</p> <p>Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</p> <p>Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.</p> <p>Large bulldozers and excavators shall be suspended during third smog alerts.</p> <p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <p>The contractor shall use architectural coatings that average 50 grams (g)/ Liters of Volatile Organic Compound (L VOC) content or less.</p> <p>The development shall utilize low VOC cleaning supplies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not</p>	<p>Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into Project plans and specifications:</p> <p>Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</p> <p>Consistent with SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:</p> <p>Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.</p> <p>When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.</p> <p>Consistent with 2019 Title 24 standards, the Project would include MERV 13 filters to reduce cancer risk impacts to less than significant.</p> <p>Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by SCAQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1. Therefore, the Project would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <ol style="list-style-type: none"> a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>w) As applicable for port projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p>	
<p>AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.</p>	<p>PMM AQ-1. See above.</p>	<p>As discussed above under AQ-1, the Project would be consistent to this mitigation measure, as it will comply with existing regulations that have been identified and are required by the SCAQMD and the CARB to facilitate consistency with plans for attainment for the NAAQS and CAAQS, as applicable and feasible.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>AQ-4: Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>PMM AQ-1. See above.</p>	<p>The Project would be consistent with this mitigation measure, as it would be required to comply with existing regulatory requirements as described above under AQ-1 to reduce the Project's construction-related emissions. In addition, the Project would include multi-family residential units, which would not generate significant operational emissions, as an industrial or warehousing use could be expected to. Furthermore, the Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, requires the installation of the Minimum Efficiency Reporting Value (MERV) filter of 13 to reduce particulate matter, including diesel particulate matter. Therefore, through compliance with existing regulatory requirements, the Project would be consistent with this mitigation measure, to the extent applicable</p>
<p>AQ-5: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>Biological Resources (BIO)</p>		
<p>BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.</p>	<p>PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of 	<p>No mitigation applies. This mitigation measure would not apply as the Project as it would be developed on an existing commercially zoned parcel that is improved with an existing Fry's Electronics Store and associated surface parking. The Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game^{40,41} or U.S. Fish and Wildlife Service.⁴² Therefore, development of the Project would not result in adverse effects to any such species. It would also not result in any adverse effects to any occupied habitat, potentially suitable habitat, or designated critical habitat.</p> <p>The Project Site currently contains 59 non-protected trees that would be replaced. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City's right-of-way. Removal and replacement of all trees would conform with the City's Master Street Tree Plan and list of restricted trees as defined in Section 7-4-107 of the BMC. However, the trees that are to be removed have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active</p>

⁴⁰ California Department of Fish and Wildlife, Biogeographic Information and Observation System (BIOS), www.wildlife.ca.gov/Data/BIOS, accessed April 7, 2021.

⁴¹ California Department of Fish and Wildlife, CDFW Lands, www.wildlife.ca.gov/Lands, accessed April 7, 2021.

⁴² United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed April 7, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>federally and state-listed endangered and local special status species may include:</p> <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat <p>c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</p> <p>d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</p> <p>e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</p> <p>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</p> <p>g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</p> <p>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</p> <p>i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting</p>	<p>nests, as well as the regulations of the California Fish and Game Code Consistent with PMM BIO-1. The removal or pruning of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code, Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.</p> <p>Therefore, while this mitigation measure does not apply due to the lack of existing habitat or special status species at the Project Site, compliance with existing regulatory requirements would serve to reduce any potential adverse effects similar to this mitigation measure. Thus, the Project would be consistent with the intent of this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>bird season) and to avoid the rainy season when erosion and sediment transport is increased.</p> <p>j) Develop an invasive species control plan associated with project construction.</p> <p>k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.</p> <p>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</p> <p>m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</p>	
<p>BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>PMM BIO-1. See above.</p> <p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</p> <p>b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four</p>	<p>The Project would be consistent with this mitigation measure PMM BIO-1. See consistency analysis under PMM BIO-1 above.</p> <p>PMM BIO-2 would not apply. This mitigation measure does not apply to the Project because the Project is located in a fully urbanized area. The Project would replace the Fry's Electronics Store and associated surface parking on the Project Site. There is no sensitive or riparian habitat on the Project Site. Therefore, development of the Project would not result in adverse effects to any sensitive or riparian habitat that could support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Moreover, as discussed above under the PMM BIO-1 consistency analysis, there are no protected trees at the Project Site, and all tree removals would take place in conformance with the MBTA and State and local regulations. Therefore, PMM BIO-2 would not apply to the Project.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</p> <p>d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</p> <p>e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.</p> <p>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</p> <p>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</p> <p>h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.</p> <p>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</p> <p>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</p> <p>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>season when erosion and sediment transport is increased.</p> <ul style="list-style-type: none"> <li data-bbox="684 326 1241 477">l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. <li data-bbox="684 493 1241 591">m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. <li data-bbox="684 607 1241 656">n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. <li data-bbox="684 672 1241 867">o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. <li data-bbox="684 883 1241 964">p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. <li data-bbox="684 980 1241 1078">q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). <li data-bbox="684 1094 1241 1240">r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	
<p>BIO-3: Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.</p>	<p>PMM BIO-1 and PMM BIO-2. See above.</p> <p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial</p>	<p>No mitigation applies. See consistency analysis for PMM BIO-1 and PMM BIO-2 under BIO-1 and BIO-2, respectively.</p> <p>This mitigation measure does not apply to the Project because the Project Site does not include any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets 	<p>Army Corps of Engineers or any other public agencies and/or Lead Agencies.⁴³</p>

⁴³ United States Fish and Wildlife Service, National Wetlands Inventory, www.fws.gov/wetlands/index.html, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and <p>d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> – Avoidance; – Impact Minimization; – On-site alternatives; and – Off-site alternatives. <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
<p>BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p>PMM BIO-1 through PMM BIO-3. See above.</p> <p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded</p>	<p>See consistency analysis above under PMM BIO-1, PMM BIO-2, and PMM BIO-3.</p> <p>The Project would be consistent with PMM BIO-4 for the reasons stated below. The Project Site is located in a developed, urban area and the Project would replace the existing Fry’s Electronics Store and associated surface parking. The Project Site is surrounded by other existing urban uses including airport, commercial, medical, educational, open space, and residential uses. Therefore, the Project would not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Thus, development of the Project Site would not interfere</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.</p> <p>c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</p> <p>d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.</p> <p>e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.</p> <p>f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</p> <p>g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.</p> <p>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</p> <p>i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</p>	<p>with the movement of any native resident or migratory fish or wildlife species; with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. Furthermore, as described above under PMM BIO-1, the Project would comply with the MBTA) and Section 3503 of the California Department of Fish and Wildlife Code to ensure that potential significant impacts to migratory birds would not occur in connection with the removal or pruning of trees. Therefore, through compliance with existing regulatory requirements, the Project is consistent with these mitigation measures.</p> <p>The Project Site currently contains 59 non-protected trees that would be replaced. However, the trees that are to be removed have the potential to support nesting birds that are protected under the MBTA, which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code Consistent with Mitigation Measure PMM BIO-4. The removal of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).</p> <p>Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources, and would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</p> <p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	
<p>BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>PMM BIO-1 through PMM BIO-4. See above.</p> <p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</p> <p>b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.</p> <p>c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.</p> <p>d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on</p>	<p>See consistency analysis above regarding PMM BIO-1, PMM BIO-2, PMM BIO-3, and PMM BIO-4.</p> <p>The Project would be consistent with these mitigation measures for the reasons stated below. The Project Site is located in a developed, urban area. The Project would not be developed on existing open space or sensitive habitat. As described above under PMM BIO-1, the Project Site does not contain any trees subject to the regulations of the City’s protected tree ordinance. The Project Site currently contains 59 non-protected trees that would be replaced. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City’s right-of-way. The Project would also be required to comply with BMC Code Title 7, Chapter 4, which establishes policies and standards for the planting, maintenance, and removal of street trees in Burbank.</p> <p>Furthermore, as discussed under PMM BIO-1, the Project would be required to comply with the MBTA to ensure that potential impacts to migratory birds would not occur in connection with the removal of trees. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources, and would be consistent with this mitigation measure.</p> <p>To the extent the development of the Project Site does involve the removal of vegetation, the Project will substantially conform with this mitigation measure, as it would be required to comply with the MBTA (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15 to September 15) to ensure that significant adverse effects to migratory birds would not occur.</p> <p>The Project is located in a developed, urban area and would be replacing the existing Fry’s Electronics Store and associated</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.</p> <p>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any</p>	<p>surface parking. Therefore, development of the Project will not conflict with any local policies or ordinances protecting biological resources and would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist. 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>BIO 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p>PMM BIO-1 through PMM BIO-5. See above.</p> <p>PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM BIO-2, where applicable. 	<p>No mitigation applies. See above for consistency analysis regarding PMM BIO-1, PMM BIO-2, PMM BIO-3, PMM BIO-4, and PMM BIO-5.</p> <p>The Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.⁴⁴ Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area.⁴⁵ Therefore, this mitigation measure does not apply.</p>
<p>Cultural Resources (CULT)</p>		
<p>CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.</p>	<p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the</p>	<p>The Project would be consistent with this mitigation measure. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, on May 19, 2021, a cultural resources records search was conducted at the SCCIC, California State University, Fullerton. Results of that records search indicated that 11 cultural resource studies have been conducted within a 0.5-mile radius of the study area. Five cultural resources have been previously recorded within the 0.5-mile study area. All five of the resources are historic built</p>

⁴⁴ California Department of Fish and Wildlife, California Regional Conservation Plans, www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans, accessed April 15, 2021; California Department of Fish and Wildlife, Natural Community Conservation Plans, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed April 15, 2021.

⁴⁵ County of Los Angeles, Significant Ecological Areas, planning.lacounty.gov/site/sea/, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Pursuant to <i>CEQA Guidelines</i> Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. 	<p>environment resources. One is a listed resource on the National Register, one was significant but has been demolished and three were evaluated as ineligible. No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is the Portal of the Folded Wings Shrine to Aviation (P-19-180686), which is approximately 1,000 feet (0.2-miles) west of the Project Site.</p> <p>The Project Site is currently developed with an existing big box retail store, a surface parking lot, and limited landscaping. A site visit of the Project Site was conducted on June 1, 2021. This site visit included an intensive pedestrian survey by a qualified architectural historian to document the existing conditions of the Project Site and vicinity. During the visit the Project Site was documented with digital photography.</p> <p>The Project Site was found ineligible under the applicable Federal, State, or local criteria. The period of significance associated with the subject property is 1962–1967, when the Unimart company owned and occupied the Project Site. The building was not found to be significant for its association with Unimart, nor is Unimart significant in the history of big box retailers or pattern of commercial development. While the Project Site was designed in the Google style by notable architect Maxwell Starkman, the big box retail store in its current state is not an intact distinctive example of the style, nor does it appear to be representative of Starkman’s prolific body of work. A master is a figure of generally recognized greatness in a field of design or construction such as architecture. However, his work has not yet been examined in any scholarly sources on the architectural history of southern California. Even if Starkman was recognized as a master architect, the subject property would not be considered an important example of his work.</p> <p>To be eligible for listing in the national, state, and local registers, a property must retain its historic integrity from the period in which it gained significance. Due to multiple substantial changes to modify the building to accommodate new tenants after the period of significance, the Project Site does not retain its integrity from its period of significance to convey its historical and architectural significance. As the building lacks historical associations, architectural distinction, and historic integrity, the building is not considered a historical resource in accordance with CEQA. The Project Site has been assigned a California Historic Resource (CHR) Status Code of 6Z, as the property does not appear eligible for Federal, State, or local designation through this survey</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p>	<p>evaluation. As such, the Project would have no direct impacts to historical resources on the Project Site.</p> <p>The indirect impact evaluation includes the built environment setting along Valhalla Drive and N. Hollywood Way in the Project vicinity is improved with commercial/industrial warehouses and commercial offices with surface parking along Valhalla Drive and Vanowen Street, the Pierce Brothers Valhalla Memorial Park and Mortuary (Valhalla Cemetery) approximately 1,000 feet (0.2 miles) west of the Project Site, and the Burbank Armory (3800 Valhalla Drive) approximately 100-feet (0.01 mile) southwest of the Project Site. According to the Los Angeles County Assessor’s portal for the other surrounding parcels, there are three utilitarian industrial facilities over 45-years in age in the Project vicinity which have not been previously identified in a historical resources survey, are not currently listed at the Federal, State, or local level. The building types, construction dates, and APNs are as follows: 3811 W. Valhalla Drive is a Modern industrial facility, circa 1961 (APN 2463-001-015); 3520 W. Valhalla Drive is an industrial warehouse, circa 1973 (APN 2463-001-011); and 2231 N. Hollywood Way is an industrial warehouse, circa 1973 (APN 2463-001-012). None of these three buildings appear potentially eligible.</p> <p>While the Project would be visible from one previously identified historical resource, the Portal of the Folded Wings Shrine to Aviation at the Valhalla Cemetery (Resource P-10-180686) (Portal), and from two potentially eligible historical resources, the Valhalla Cemetery and Burbank Armory, the Project would not have an adverse indirect impact on these identified historical resources, as described in Chapter 5, <i>Initial Study and Environmental Analysis</i>.</p> <p>As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, a records search for the project was received from the SCCIC on May 19, 2021. The records search included a review of all recorded archaeological resources by qualified archaeologists and previous studies within a 0.5-mile radius of the Project Site. Five cultural resources have been previously recorded within the 0.5-mile records search radius of the Project Site (see Table 2 in Appendix C2). No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is 0.2-miles to the west of the Project Site, and all of the resources are historic built environment resources.</p> <p>Furthermore, the NAHC was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC,</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the</p>	<p>which indicated a positive search result. The NAHC indicated that the Fernandefio Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>It is possible that ground-disturbing activities could unearth buried or otherwise obscured resources, for the areas outside of the remediation areas described above. It is recommended that an archaeological monitor be present during ground-disturbing activities. Based on observations made by the archaeological monitor, monitoring activities may be modified or discontinued at the recommendation of the archaeologist. Additionally, it is recommended that protocols for work stoppage in the event that archaeological resources or human remains are encountered during construction should be implemented.</p> <p>Based on these results, Mitigation Measure MM-CULT-1 is identified to ensure that the proposed Project would be consistent with PMM-CULT-1.</p> <p>Therefore, the Project would result in less-than-significant direct and indirect impacts to historical resources and would be consistent with the intent of this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s);</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	PMM CULT-1. See above.	See above.
CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	<p>PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: <ul style="list-style-type: none"> – Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure 	<p>The Project would be consistent with this mitigation measure as described below. The Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Furthermore, the NAHC was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC, which indicated a positive search result. The NAHC indicated that the Fernandeño Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>Archival research did not reveal any evidence that human remains could be found at the Project Site or in the area adjacent to the Project Site. Even so, construction of the Project could potentially disturb previously unknown human remains. Implementation of Mitigation Measure MM-CULT-2 would be equal to or more effective than</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>notification in the event the Coroner is not available.</p> <ul style="list-style-type: none"> – If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance. 	
Energy (ENR)		
<p>ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
Geology and Soils (GEO)		
<p>GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>GEO-2: Result in substantial soil erosion or the loss of topsoil.</p>	<p>PMM GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as</p>	<p>The Project would be consistent with this mitigation measure, because the Project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, 	<p>contained in the Geotechnical Investigation.⁴⁶ Specifically, as required by BMC Section 9-1-16 locations with geotechnical hazards shall be required to identify the hazard with submittal of a Low Impact Design (LID) Report that is approved by the City's Planning Director that incorporates the recommendations of these existing reports and demonstrates compliance with the City's existing geology and soils requirements, including but not limited to BMC Title 7, Article 1, Section 105(c) and (d), which define the requirements of the Engineering Geological Report and Soil Engineering Report required with a project's grading plans.</p> <p>The BMC (Article 4, 9-3-407, 9-3-413, and 9-3-414) requires construction site operators to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that outlines project-specific Best Management Practices (BMP) to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. Typical BMPs for controlling erosion may include, but are not limited to:</p> <ul style="list-style-type: none"> Requiring that permanent slopes and embankments be vegetated following final grading; Installation of silt fences, erosion control blankets; and Installation of anti-tracking pads at site exits to prevent off-site transport of soil materials. <p>The Project's construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels.</p> <p>Therefore, the Project would be consistent with this mitigation measure.</p>

⁴⁶ Geocon West Inc., *Geotechnical Investigation for Proposed Mixed-Use Development 2311 North Hollywood Way, Burbank, California PM 269-99-100 Lot 1*, November 10, 2020 [provided as Appendix E to this SCEA].

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	
GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	No mitigation required.	No mitigation applies.
GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	No mitigation required.	No mitigation applies.
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No mitigation required.	No mitigation applies.
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the 	<p>The Project would be consistent with this mitigation measure as the Project would be required to comply with the existing regulations as set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. If paleontological resources are discovered during earthmoving activities, immediately cease construction activities in the vicinity of the find and notify the City. In addition, the Project Applicant will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. Therefore, the Project would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
Greenhouse Gas Emissions and Climate Change (GHG)		
<p>GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</p> <p>i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</p>	<p>The Project would be consistent with this mitigation measure as described below. The Project’s generation of GHG emissions would not be considered considerable, as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs applicable to the SCAG region. Specifically, as set forth in the PRC Section 21155 consistency findings for the Project as well as the RTP/SCS consistency findings, the Project would be consistent with the 2020 RTP/SCS, which is SCAG’s regional plan for reducing GHG emissions. Moreover, pursuant to PMM USWS-1, the Project will comply with applicable water and energy conservation measures under California Green Building Standards (CALGreen) Code, as well as the City’s Green Building Ordinance, which adopts the CALGreen Code, thereby reducing consumption of these</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment. v) Use high-efficiency lighting and cooking devices. vi) Incorporate passive solar design. vii) Use high-reflectivity building materials and multiple glazing. viii) Prohibit gas-powered landscape maintenance equipment. ix) Install electric vehicle charging stations. x) Reduce wood burning stoves or fireplaces. xi) Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> i) Use energy and fuel-efficient vehicles and equipment; ii) Deployment of zero- and/or near zero emission technologies; iii) Use lighting systems that are energy efficient, such as LED technology; 	<p>resources and reducing GHG emissions accordingly. Therefore, no significant GHG emission impacts would occur for the Project.</p> <p>The Project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent residential and 30 percent nonresidential compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every 3 years and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would ensure the Project would be more energy efficient than the existing Fry's Electronics Store. Furthermore, the Project would be required to comply with the CALGreen Code, which includes standards designed for efficient water use.</p> <p>Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. The Project would also provide solar panels on the proposed office building and office parking structures as well as solar ready wiring on the roof level of Residential Building 1 and 2. All glass used in the building design would have minimal reflectivity thus reducing glare and heat to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. Bicycle parking spaces would be provided on the Project Site, including near the main entrance along N. Hollywood Way and the East-West Paseo and within the various parking structures. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations</p> <p>Furthermore, as described under TRA-1, the Project qualifies as a TPP, meaning it is well served by local and regional transit opportunities thereby reducing vehicles miles traveled (VMT) to and from the Project</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> iv) Use the minimum feasible amount of GHG-emitting construction materials; v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii) Incorporate design measures to reduce water consumption; ix) Use lighter-colored pavement where feasible; x) Recycle construction debris to maximum extent feasible; xi) Plant shade trees in or near construction projects where feasible; and xii) Solicit bids that include concepts listed above. <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> i) Promote transit-active transportation coordinated strategies; ii) Increase bicycle carrying capacity on transit and rail vehicles; iii) Improve or increase access to transit; iv) Increase access to common goods and services, such as groceries, schools, and day care; v) Incorporate affordable housing into the project; vi) Incorporate the neighborhood electric vehicle network; vii) Orient the project toward transit, bicycle and pedestrian facilities; 	<p>Collectively, these Project features and conditions as well as the Project’s required regulatory compliance would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, in substantial conformance with the project-related mitigation identified by SCAG.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> viii) Improve pedestrian or bicycle networks, or transit service; ix) Provide traffic calming measures; x) Provide bicycle parking; xi) Limit or eliminate park supply; xii) Unbundle parking costs; xiii) Provide parking cash-out programs; and xiv) Implement or provide access to commute reduction program. f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> i) Provide car-sharing, bike sharing, and ride-sharing programs; ii) Provide transit passes; iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> vi) Provide employee transportation coordinators at employment sites; vii) Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> i) Developing on infill and brownfields sites; ii) Building compact and mixed-use developments near transit; iii) Retaining on-site mature trees and vegetation, and planting new canopy trees; iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>PMM GHG-1. See above.</p>	<p>The Project would be consistent with these mitigation measures for the reasons stated below. As discussed under GHG-1, the Project’s generation of GHG emissions would not be considered considerable, as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. Specifically, as set forth in the PRC Section 21155 consistency findings for the Project as well as the RTP/SCS consistency findings in Chapter 3, TPP Consistency Analysis, the Project is consistent with the 2020 RTP/SCS, which is SCAG’s regional plan for reducing GHG emissions. See discussion under GHG-1 for discussion of the Project’s consistency with this mitigation measure.</p>
<p>Hazards and Hazardous Materials (HAZ)</p>		
<p>HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government 	<p>The Project would be consistent with this mitigation measure.</p> <p>Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All Project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.</p> <p>The Phase I Environmental Site Assessment (ESA) and Phase II ESA (See Appendices G-1 and G-2, respectively) were prepared to assess the potential for Project implementation to result in impacts related to hazards and hazardous materials. As described in the Phase I ESA, the existing building on the Project Site was constructed in 1962 and, therefore, there is the potential for asbestos containing materials (ACM) and lead based paint (LBP) to be present in the existing structure. Due to the presumed presence of ACM and LBP in the existing structure on the Project Site, compliance with all applicable Federal, State, and City regulations regarding investigation and removal of these materials would be required.</p> <p>The Phase I ESA identified recognized environmental conditions (RECs), controlled RECs, and/or environmental issues in connection with the Project Site. A REC refers to the presence or likely presence of any hazardous substances or petroleum</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> – The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. – The location of such hazardous materials. – An emergency response plan including employee training information. – A plan that describes the way these materials are handled, transported and disposed. <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p>	<p>products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A controlled REC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. If RECs or environmental issues in connection with hazards or hazardous materials on the Project Site are identified, the Project may result in a significant impact related to the creation of a hazard to the public or environment.</p> <p>The Phase I ESA identified that the Project Site’s prior use as a Lockheed Martin plant facility and offices on the southern portion of the site and a gasoline service station/automotive repair operation on the northeastern portion of the site. The former gasoline service station/automotive repair included operation of four (4) 12,000-gallon gasoline/diesel/tetrachloroethylene (PCE) underground storage tanks (USTs), one 550-gallon waste oil UST, one concrete 1,600-gallon clarifier, and seven (7) dispensers. The former gasoline service station/automotive repair operation was demolished in 1992 and the former USTs and associated features were removed and the remaining soils were tested for contamination. Test results found that contamination from volatile organic compounds (VOCs), PCEs, and total petroleum hydrocarbons (TPH) were found in the upper 10 feet of soil. Approximately 1,380 tons of PCE-and diesel/oil-impacted soil was excavated from the site and further testing showed that the site had been remediated adequately in accordance with the requirements of the Cleanup and Abatement Order No. 87-161, which is associated with the cleanup of several Lockheed plants in the Burbank area. Thus, the California Regional Water Quality Control Board (RWQCB) issued a No Further Action status to the Project Site and the site was removed from Cleanup and Abatement Order No. 87-161. However, based on the regulatory closure with residual PCE-impacted soil left in place, the historical usage of the Project Site, and associated closed release case, the Phase I ESA determined that this is considered a CREC for the Project. Thus a Phase II ESA was recommended to conduct a soil vapor survey to evaluate the potential for vapor intrusion issues at the Project Site.</p> <p>As a part of the Phase II ESA, soil vapor samples were collected at 22 locations in the exterior portions of the Project Site and these were analyzed for VOCs to evaluate for potential vapor intrusion conditions. PCE was detected at 19 of the 24 soil vapor samples, with the highest concentrations in the northeast portion of the</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p> <p>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</p> <p>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</p> <p>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</p> <p>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</p>	<p>Project Site. PCE was not detected in the samples in the southwest portion of the site. To reduce the potential impact of exposure to PCEs, a Soil Management Plan and new soil vapor barrier system with new post-construction monitoring would be required as set forth in Mitigation Measures MM-HAZ-1 and MM-HAZ-2. The soil vapor barrier system would be located in the northeastern portion of the Project Site beneath Residential Building 1, where the Phase II ESA identified the highest concentrations of PCE in soil vapor. Furthermore, an Operations, Maintenance, and Monitoring (OMM) Plan would be prepared to confirm that the vapor barrier is protective of human and environmental health, as set forth in Mitigation Measures MM-HAZ-3., as set forth in Mitigation Measure MM-HAZ-1.</p> <p>Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.</p> <p>Therefore, the City has determined that the Project's compliance with existing regulatory requirements and Mitigation Measure MM-HAZ-1 through MM-HAZ-3 is equal to or more effective than MM HAZ-1(b).</p>
<p>HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>MM-HAZ-1(b). See above.</p> <p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <p>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</p>	<p>As described above, under HAZ-1, the Project would be consistent with MM-HAZ-1(b) through compliance with all applicable regulatory requirements and incorporation of identified Mitigation Measure MM-HAZ-1.</p> <p>As part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory databases were reviewed for the Project Site and properties within the standard search radii pursuant to California Government Code Section 65962.5. The databases searched are known as the "Cortese List" and include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency (CalEPA). The Project Site is identified in several listings within the regulatory database report, as described in additional detail under response to Checklist Question IX.d, below. Identification within these databases, which include listings of properties that have documented conditions related to hazardous materials, conditions, or contamination, may indicate an REC for</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials. 	<p>the Project and, therefore, a potentially significant impact. To mitigate any potential impacts, as discussed under response to Checklist Question IX.a, the Project would be required to implement Mitigation Measures MM-HAZ-1 through MM-HAZ-3, which requires preparation of a Soils Management Plan, the installation of a vapor barrier system, and the preparation of a OMM, respectively. The OMM Plan would be implemented to confirm that the vapor barrier is protective of human and environmental health by requiring prohibitions of disturbing the vapor barrier and periodic sampling of indoor air spaces in compliance with regulatory agency requirements.^{47,48}</p> <p>In addition, during construction, all potentially hazardous materials encountered and used at the Project Site would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. This ensures that potential risks associated with construction related activities are minimized. Any potential risks to human or environmental health would be further reduced with the implementation of MM-HAZ-1, which requires the implementation of an SMP to determine appropriate soil handling and managing requirements.</p> <p>Moreover, as described above under HAZ-1, any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, the Project would be consistent with this mitigation measure.</p>

⁴⁷ EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

⁴⁸ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</p>	<p>PMM HAZ-1 and PMM HAZ-2. See above.</p> <p>PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials. 	<p>As described above, under HAZ-1 and HAZ-2, the Project would be consistent with PMM HAZ-1 and PMM HAZ-2, to the extent applicable. The nearest school to the Project Site is Providencia Elementary School, which is 0.15 miles (804 feet) away, located southeast of the Project Site across West Pacific Avenue. The Project would not emit or handle hazardous materials or substances other than those typical in other multi-family residential developments during construction and operation. In addition, all potentially hazardous materials encountered during construction would be used and stored in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations and, thus, impacts would be minimized. Furthermore, as described above under PMM HAZ-1, the removal of any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.</p>	<p>PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a 	<p>The Project would be consistent with these mitigation measures for the reasons stated below.</p> <p>As part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory databases were reviewed for the Project Site and properties within the standard search radii as required by California Government Code Section 65962.5. The databases are known as the “Cortese List” and include EnviroStor, GeoTracker, and other lists compiled by the CalEPA. The Project Site is identified as a hazardous materials site within multiple databases (CA CERS, CA WIP, CA FID UST, CA SWEEPS UST, CA CERS HAZ WASTE, CA CPS-SLIC, CA HWTS, CA HAZNET, CA CDL, CA ENF, RCRA Non-Gen/NLR, FINSD and ECHO).</p> <p>The Project’s listing in these databases, with the exception of the CA CDL and CA ENF databases, is associated with the Project Site’s prior use as a Lockheed Martin plant facility and corporate offices. The Project’s identification in the CA CDL and CA ENF databases, is due to the discovery of illegal drug lab equipment found in a vehicle on the Project Site in 2003. However, the Phase I ESA determined that these listings did not represent a REC for the Project Site (Appendix G-1). To minimize adverse effects resulting from the Project Site’s former use as a Lockheed Martin plant facility and corporate office, as discussed under HAZ-1, the Project would be required to implement Mitigation Measure MM-HAZ-1, which requires the preparation of a Soil Management Plan</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <p>c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</p> <p>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <p>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction</p>	<p>and installation of a vapor barrier system along with a PCM component. In addition, an O&M Plan would be required to confirm that the vapor barrier is protective of human and environmental health.^{49,50}</p> <p>Furthermore, as described above under PMM HAZ-1, the removal of any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. These regulatory requirements are consistent with the relevant measures identified in PMM HAZ-4 for ACM and LBP.</p> <p>Therefore, construction and operation of the Project would not pose an environmental hazard to surrounding sensitive uses or the environment.</p>

⁴⁹ EFI Global, Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA.

⁵⁰ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>environmental contamination as a result of construction.</p> <p>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p> <p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.</p>	<p>PMM NOISE-1. See below.</p>	<p>No mitigation applies. The Project Site is located less than 100 feet from the Hollywood Burbank Airport. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project would be required to comply with the California Noise Insulation Standards (Title 24, California Code of Regulations), which set forth an interior standard of 45 dBA CNEL in any habitable room. Thus, the Project would not result in excessive noise for people residing or working in the area during operation.</p> <p>Regarding safety hazards resulting from being located in proximity to the Hollywood Burbank Airport, a hazard would be created if the Project constructed an object high enough to interfere with a flight path, cause distracting light or glare that could interfere with a pilot’s ability to control the flight of the aircraft, or create an attraction to wildlife, especially birds, that would pose hazards to aircraft all of which could result in risks of death or injury to people in the airplane or on the ground. FAA Regulations Part 77, Objects Affecting Navigable Airspace, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations. Since the Project would not result in construction above 200 feet in height, and would not result in any unusual light or glare in the context of the Project’s urbanized location, the Project would be in compliance with FAA regulations and a less-than-significant impact would occur. Furthermore, the Project would be reviewed by the FAA to further ensure that impacts would be less than significant, and no mitigation applies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>PMM HAZ-1 through PMM HAZ-4, and PMM TRA-2. See above and below.</p> <p>PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. 	<p>The Project would be consistent to this mitigation measure through compliance with existing regulatory requirements as well as incorporation of specific Mitigation Measures. Specifically, an emergency response plan would be submitted to the Burbank Fire Department (BFD) and City Engineer as part of the standard building permit review process which is required for all commercial and residential development (see PSF-1). Moreover, the Project does not propose permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulations would achieve conformance with PMM HAZ-5. See discussions under HAZ-1 through HAZ-3, and TRA-4 for discussion of the Project’s consistency with PMM HAZ-1 through PMM HAZ-3, and PMM TRA-2.</p>
<p>HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p>	<p>PMM WF-1. See below.</p>	<p>No mitigation applies. This mitigation measure does not apply to the Project, because there are no wildlands in the Project vicinity, and the Project Site is not near a wildland fire hazard.⁵¹ Furthermore, the Project is subject to regulatory requirements, such as adherence to the City’s Fire Code requirements, such as submitting a fire safety plan to BFD for their review and approval pursuant to Article 3 of the BMC.</p>
<p>Hydrology and Water Quality (HYD)</p>		
<p>HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p>	<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the</p>	<p>Consistent. The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. Construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-</p>

⁵¹ California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in a LRA – Burbank, CA*, September 2011.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. 	<p>site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site.</p> <p>In accordance with the requirements of the permit, the Project Applicant would prepare and implement a site-specific SWPPP that meets the requirements of the General Construction Permit and specifies BMPs to be used during construction. BMPs would include, but would not necessarily be limited to: erosion control, sediment control, non-stormwater management, and materials management BMPs, with erosion control and drainage devices. In addition, the Project would be required to comply with BMC Chapter 1, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, that would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Compliance with all applicable Federal, State, and local requirements would reduce the potential for Project construction to release contaminants into the groundwater that could affect existing contaminants, expand the area, or increase the level of groundwater contamination. Therefore, Project construction activities would not violate any water quality standards or waste discharge requirements.</p> <p>The Project Site currently generates stormwater runoff from the on-site buildings, loading areas, and surface walkways. No BMPs currently exist on-site to treat runoff, and all existing drainage is conveyed into the adjacent streets untreated, making its way to the local municipal storm drainage system.</p> <p>During operation, the Project would generate stormwater runoff into the municipal storm drain system such as nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. These pollutants most often originate from motor vehicle use and the associated deposition of fuel, oil and rubber on the ground surface, trash collection areas, landscape maintenance activities, pesticide and herbicide use, and general human activity.</p> <p>However, the Project would be subject to compliance with the requirements set forth in the LARWQCB Stormwater Quality Management Plan, the County of Los Angeles' Municipal Separate Storm Sewer Systems (MS4) permit, and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). In addition, in compliance with the MS4 permit the Project would be required to implement Low Impact Development (LID) strategies, with the goal of removing nutrients, bacteria, and metals from stormwater while</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.</p> <p>k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</p> <p>l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</p> <p>m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</p>	<p>also reducing the quantity and intensity of stormwater flows. The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards, the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Based on the above, with implementation of BMPs and compliance with other applicable requirements (e.g., NPDES, MS4, SUSMP, LID standards, etc.), operation of the Project would not violate any water quality standards or waste discharge requirements.</p> <p>Therefore, through compliance with existing regulatory requirements, the Project would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	<p>PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	<p>No mitigation applies. The Project Site currently consists of an existing Fry's Electronics Store and an associated surface parking lot with some landscaping, which would be replaced by mixed-use buildings surrounded by hardscape, landscape, rooftop, and courtyard planting. There would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the Project. Thus, no lowering of the groundwater table would occur. In addition, as described in the Hydrology and Water Quality Technical Report (Appendix H), the Project Site is 95 percent impervious in the existing conditions, and there is no known contribution to groundwater recharge at the Project Site. The Project would decrease the percentage of impervious area compared to the existing conditions on the Project Site, as impervious areas would cover approximately 81 percent of the Project Site after construction. Although the Project would result in a decrease in impervious surfaces, the groundwater recharge potential would remain minimal as the Updated Geotechnical Investigation (Appendix E) concluded that groundwater is not present in shallow areas below the Project Site (approximately 50 to 60 feet below ground surface [bgs]) and any infiltration of surface flow from the Project would not infiltrate, or otherwise effect, groundwater levels, recharge rates or direction of groundwater flow. Thus, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and no mitigation applies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.</p>	<p>PMM HYD-1. See above.</p>	<p>As discussed under HYD-1, the Project would be consistent with this mitigation measure, because the Project would be required to comply with all applicable BMC Chapter 1 regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion, as well as all NPDES General Construction Permit requirements. Thus, through compliance with all NPDES General Construction Permit requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site (Appendix H). Thus, operation of the Project would not result in substantial hydrological changes or erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river.</p>
<p>HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.</p>	<p>PMM HYD-1 and PMM HYD-2. See above.</p>	<p>As described above under HYD-1, the Project would be consistent with this mitigation measure, and through compliance with existing regulatory measures, would not alter the existing drainage pattern of the area surrounding the Project Site. Furthermore, given that there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off-site. Therefore, the would be consistent with these mitigation measures.</p>
<p>HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>PMM HYD-1 and PMM HYD-2. See above.</p>	<p>As discussed under HYD-1, the Project would be consistent with this mitigation measure, because the Project would be subject to the provisions of the SUSMP regulations, and runoff associated with the Project would be directed in non-erosive drainage devices to either landscaped areas for evaporation, captured and conveyed to on-site below grade cisterns, and/or directed to the existing City storm drain system. Pursuant to the City’s review of the Project’s compliance with existing regulations including applicable SUSMP requirements, stormwater runoff from the Project Site would be minimized and water quality standards would be preserved, thereby avoiding potential impacts to the existing stormwater drainage system.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p>	<p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>No mitigation applies. No mitigation is required, as the Project Site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map.⁵² Thus, the Project would not place structures in an area that would impede or redirect flood flows.</p> <p>No mitigation is required. The Project Site is located approximately 4.4 miles away from the Hollywood Reservoir and approximately 14.9 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. In addition, the Project Site is located in an urbanized portion of the City and is relatively flat with intervening structures between the Pacific Ocean and the Project Site, which limits the potential for inundation by mudflow. Thus, there is an extremely low potential for inundation by seiche, tsunami, or mudflow and no mitigation is required.</p>
<p>HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p>	<p>PMM HYD-2. See above.</p>	<p>As discussed under HYD-2, the Project would be consistent with this mitigation measure, because the Project will, as described above, comply with existing regulations regarding potential dewatering as well as low-impact development requirements. Compliance with these regulatory requirements would avoid potential conflict or obstruction of water quality control plans or sustainable groundwater management plans that are within the jurisdiction and authority of the State Water Resources Control Board, LARWQCB, Water Districts, and other groundwater management agencies.</p>

⁵² Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center, Parcel information for 2311 N. Hollywood Way, Burbank CA, accessed April 15, 2021. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel #06037C1328F, the Project Site is located within an Area of Minimal Flood Hazard.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Land Use and Planning (LU)		
<p>LU-1: Potential for the Plan to physically divide an established community.</p>	<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. – Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> – Alignment shifts to minimize the area affected. – Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	<p>No mitigation applies. This mitigation does not apply to the Project because the Project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of the established community. Nevertheless, the Project would provide for new connections around the Project Site and include larger sidewalks surrounding the Project Site. Furthermore, the Project would include new open space areas for the residents, which would improve pedestrian connectivity around and through the Project Site. The Project would encourage multiple modes of travel by providing bicycle access and parking, as well as providing restaurant uses in proximity to public transit. Therefore, no mitigation applies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</p>	<p>No mitigation applies. No mitigation is required, as the Project is consistent with applicable regional and local land use plans, policies, and regulations, as described below.</p> <p>As set forth in Chapter 3, <i>SCEA Criteria and TPP Consistency Analysis</i>, the Project is consistent with the general use designation, density, building intensity, and applicable policies of SCAG’s 2020 RTP/SCS (see PRC Section 21155(a) consistency determination) as well as the RTP/SCS’s goals and policies. Accordingly, the Project does not conflict with the 2020 RTP/SCS.</p> <p>In addition, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project is consistent with applicable policies in the City’s General Plan, specifically for the Golden State Transportation Management District (TMD), which includes the Project Site. Goals of TMD’s include the consideration of different incentives to promote alternative transportation, and expansion of TMD’s for new development. Policy 1.7, which is to ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community, is consistent as the Project proposes the development of multi-family residential developments along corridors that are well-served by transit.</p> <p>In addition, the Project’s 80 Very Low Income affordable units and 782 market rate units within one-half mile of multiple transportation routes will support Policy 12.4 and 12.5 of the General Plan’s Land Use Element by developing mixed-income housing and amenities near transit opportunities.</p> <p>The Project Site is designated for Regional Commercial land uses by the Burbank General Plan. The Project Site is within the Commercial General Business Zone (C-3).</p> <p>Additionally, the Project’s proposed density, floor area, and development envelope are consistent with Policy 1.2 of the City of Burbank General Plan, which permits increases and associated incentives for Projects located within a Transit Center, like the Project, as identified in the Mobility Element of the General Plan.</p> <p>The Project would be consistent with applicable regional and local land use plans, policies, and regulations. Therefore, no mitigation applies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Mineral Resources (MIN)		
<p>MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: <ul style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 	<p>No mitigation applies. The Project Site is fully developed and no mineral resources or oil wells are present. There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses.^{53,54} Therefore, this mitigation measure does not apply.</p>

⁵³ City of Burbank, *Burbank2035 General Plan*, Safety Element, February 19, 2013, p. 6-14, <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1616616672474>, accessed June 15, 2021.

⁵⁴ U.S. Geological Survey, Active Mines and Mineral Plants in the U.S., <https://mrdata.usgs.gov/mrds/map-graded.html>, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	PMM MIN-1. See above.	No mitigation applies. There are no oil extraction operations or drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses. ^{55,56} Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, PMM MIN-1 would not apply.
Noise (NOISE)		
NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. 	The Project would be consistent with this mitigation measure through required compliance with applicable noise regulations in the BMC and with the City's Noise Ordinance, intended to reduce increases in existing ambient noise levels resulting from the Project's construction activities. These regulatory requirements are as follows: <p>With regard to construction impacts on neighboring sensitive uses, prior to issuance of grading permits, the Project Applicant will implement Mitigation Measures MM-NOI-1 and MM-NOI-2. MM-NOI-1 requires a 15-foot noise barrier along the southwestern corner of the Project Site extending 100 feet north and 400 feet east along Valhalla Drive, portable noise blankets to be placed on equipment engines to dampen engine noise, and a limit of five pieces of heavy construction equipment operating at the same time within 200 feet of both the southwestern and southeastern corners of the Project Site. MM-NOI-2 will ensure that the greatest distance between noise sources and sensitive receptors during construction activities have been achieved by noting the following measures on</p>

⁵⁵ City of Burbank, *Burbank2035 General Plan*, Safety Element, February 19, 2013, p. 6-14, <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1616616672474>, accessed June 15, 2021.

⁵⁶ U.S. Geological Survey, Active Mines and Mineral Plants in the U.S., <https://mrdata.usgs.gov/mrds/map-graded.html>, accessed April 15, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</p> <p>d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</p> <p>e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</p> <p>f) Designate an on-site construction complaint and enforcement manager for the project.</p> <p>g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</p> <p>h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>i) Where feasible, design projects so that they are depressed below the grade of the existing noise-</p>	<p>the grading plan cover sheet: 1) Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards; 2) construction staging areas shall be located away from off-site sensitive uses during project construction, and 3) the project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.</p> <p>With regard to potential operational impacts on future proposed residential uses, per PDF-NOI-1 and PDF-NOI-2, all frontline residential units on the eastern side of the frontline buildings along N. Hollywood Way would require noise barriers with a minimum height of 4 feet to shield outdoor active use areas (e.g., balconies, decks). Mechanical ventilation, such as air conditioning, would be required for all on-site residential units to ensure that windows can remain closed for prolonged periods of time to reduce indoor noise impacts. Building façade upgrades (e.g., window upgrades with sound transmission class [STC] ratings of higher than STC-28) shall be implemented for all residential units facing N. Hollywood Way and Vanowen Street, railroad tracks, and airport approach/departure paths. Windows with STC-30 or higher shall be installed for bedrooms and living rooms associated with residential units on the eastern, northern, and western sides of the Project Site.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</p> <p>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</p> <p>k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned</p> <p>l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</p> <p>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</p> <p>n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</p> <p>o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</p> <p>p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p>NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>PMM NOISE-1. See above</p> <p>PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as</p>	<p>See above for discussion of consistency with PMM NOISE-1.</p> <p>Through compliance with regulatory requirements, the Project will be in substantial conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors. 	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.</p>	<p>PMM NOISE-1. See above.</p>	<p>The Project would be consistent with this mitigation measure through compliance with existing regulatory requirements. The Project Site is located approximately 1,100 feet from the Burbank-Hollywood Airport. Nevertheless, the Project will substantially conform to this mitigation measure through required compliance with applicable noise regulations, including BMC Chapter 3, Article 2, Division 1 and BMC section 9-1-1-213, and implementation of PDF-NOI-1 and PDF-NOI-2 which are intended to reduce increases in existing ambient noise levels resulting from the Project's construction activities. See discussion under NOISE-1 for discussion of the Project's consistency with this mitigation measure potential measures to reduce noise levels at proposed on-site residential uses.</p>
<p>Population and Housing (POP)</p>		
<p>POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.</p>	<p>PMM POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	<p>No mitigation applies. This mitigation measure pertains to potential displacement effects associated with the acquisition of rights-of-way and subsequent construction of transportation projects, and, therefore, does not apply to the Project. Notwithstanding, the Project would not displace any existing housing or people, as it would replace existing nonresidential uses at the Project Site. Furthermore, the Project would develop 862 housing units at the Project Site, including 80 Very Low Income housing units. Accordingly, development of the Project would not necessitate the construction of replacement housing and this mitigation does not apply.</p>
<p>Fire Services (PSF)</p>		
<p>PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PSP-1. See below.</p>	<p>The Project would be consistent with PMM PSP-1 through its required compliance with existing regulatory requirements. BFD is responsible for enforcing fire codes, providing fire inspections, assisting in planning and enforcing development standards.</p> <p>All site and building development carried out under the Project would be required to comply with all applicable fire code and ordinance requirements for construction, emergency/fire, access, water mains, fire flows, and hydrants, and would be subject to review and approval by the BFD prior to building permit and certificate of occupancy issuance. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>fire sprinklers, would enhance fire safety and support fire protection services.</p> <p>The closest fire station to the Project Site is BFD Station 13, which is approximately 0.6 miles southwest. BFD Station 13 is the first response station for the Project and is equipped with an engine and rescue ambulance.⁵⁷ The Project Site is also located approximately 1.08 miles northwest of the BFD Station 14, which is equipped with a single fire engine and maintains and repairs the self-maintaining apparatus (SCBA), as well as testing all fire fighters in the proper fit.⁵⁸ Furthermore, the Project would comply with BMC Title 9, Chapter 1, Building and Fire, which requires all construction and demolition to be permitted, as well as inspection of all fire apparatus and emergency ingress and egress routes to and from the Projects Site. The Project would be required to follow fire flow requirements for the buildings based on the California Fire Code Appendix B, as well as installing fire protection devices based on the California Fire Code, National Fire Protection Association (NFPA) 13, NFPA 72, and the BMC.</p> <p>The Project would also be required to demonstrate compliance with California Fire Code requirements as part of BFD’s hydrant and access plan check review. In addition, the Project Applicant shall submit an emergency response plan to BFD prior to occupancy of the Project for review and approval. The emergency response plan would include, but not be limited to, the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and location of nearest hospitals, and fire stations. Furthermore, any required modifications shall be identified and implemented prior to occupancy of the Project.</p> <p>Finally, the BFD has stated that there are no short term plans for increases in staffing pending.⁵⁹ As noted by the BFD, impacts on call volumes and apparatus/infrastructure maintenance will be monitored over time, which could lead to the future need to expand infrastructure and staffing for service. Therefore, compliance with existing requirements and BFD review of the Project would ensure consistency with this mitigation measure.</p>

⁵⁷ BFD, correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

⁵⁸ BFD, Fire Stations, <https://www.burbankfire.us/divisions/fire-suppression/fire-stations>, accessed April 16, 2021.

⁵⁹ BFD, correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Police Services (PSP)		
<p>PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description.</p> <p>Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.</p> <p>Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</p>	<p>The Project would be consistent with this mitigation measure. The Project Site and the surrounding area are currently served by the City of Burbank Police Department (BPD) Headquarters. The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios, as stated in the memorandum received for the Project, from the BPD (see Appendix L). In addition, the Project would be required to pay applicable police facility fees pursuant to Zoning Code Article 22, that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project's design, which includes security features, as well as the Project's contribution of in lieu fees, would help offset the Project related increase in demand for police services. As such, the Project would not cause significant impacts associated with the construction of new or physically altered police protection facilities. Compliance with all State and City regulatory requirements and guidelines that address police protection will be equal to or more effective than PMM PSP-1, and will thus, ensure consistency with this mitigation measure.</p>
Schools (PSS)		
<p>PSS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain</p>	<p>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such</p>	<p>The Project would be consistent to this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Burbank Unified School District (BUSD) is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>acceptable service ratios, response times, or other performance objectives.</p>	<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	<p>Furthermore, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project's addition of 2,121 new residents and 249 net new employees would result in an increase of 247 elementary school students, 130 middle school students, and 194 high school students.⁶⁰ Elementary Schools in the City currently have an enrollment of 6,388 students and a maximum capacity of 6,425 students.⁶¹ Therefore, the addition of 247 elementary school students due to Project development would result in an exceedance of the school's maximum capacity. However, this exceedance would be addressed with the payment of school fees as discussed above. Middle Schools in the City currently have an enrollment of 3,511 students and a maximum capacity of 4,293 students. Therefore, the addition of 130 middle school children due to Project development would not result in an exceedance of the school's maximum capacity. High Schools in the City currently have an enrollment of 5,242 students and a maximum capacity of 6,185 students. Therefore, the addition of 194 high school children due to Project development would not result in an exceedance of the school's maximum capacity.</p> <p>Therefore, pursuant to existing regulatory requirements the Project would be consistent with this mitigation measure.</p> <p>The Project would be consistent to this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Burbank Unified School District (BUSD) is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995.</p> <p>Furthermore, as discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the Project's addition of 2,121 new residents and 249 net new employees would result in an increase of 247 elementary school students, 130 middle school students, and 194 high school students.⁶² Elementary Schools in the City</p>

⁶⁰ 2,370 individuals x 0.1039 elementary school students/multi-family dwelling unit = 247 elementary school students
 2,370 individuals x 0.0547 middle school students/multi-family dwelling unit = 130 middle school students
 2,370 individuals x 0.0818 high school students/multi-family dwelling unit = 194 high school students

⁶¹ Burbank Unified School District, *School Fee Justification Study*, March 4, 2020, <https://www.burbankusd.org/cms/lib/CA50000426/Centricity/domain/77/2020-21/Developer%20Fee%20Justification%20Study%202020%20-%20FINAL.pdf>, accessed June 30, 2021.

⁶² 2,370 individuals x 0.1039 elementary school students/multi-family dwelling unit = 247 elementary school students
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Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>currently have an enrollment of 6,388 students and a maximum capacity of 6,425 students.⁶³ Therefore, the addition of 247 elementary school students due to Project development would result in an exceedance of the school's maximum capacity. However, this exceedance would be reduced with the payment of school fees as discussed above. Middle Schools in the City currently have an enrollment of 3,511 students and a maximum capacity of 4,293 students. Therefore, the addition of 130 middle school children due to Project development would not result in an exceedance of the school's maximum capacity. High Schools in the City currently have an enrollment of 5,242 students and a maximum capacity of 6,185 students. Therefore, the addition of 194 high school children due to Project development would not result in an exceedance of the school's maximum capacity.</p> <p>Therefore, pursuant to existing regulatory requirements the Project would be consistent with this mitigation measure.</p>
Library Services (PSL)		
<p>PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</p>	<p>No mitigation applies. The Burbank Central Library is approximately 2.47 miles east of the Project Site at 110 North Glenoaks Boulevard. Due to the infill nature of the Project, the population increase of approximately 2,121 residents and 249 net employees may result in a significant impact on BPL's services. However, the Project would be required to pay applicable library facility fees pursuant to Zoning Code Article 22, Community Facility Fees, thus minimizing impacts to library services. Therefore, with payment of the library facility fees, impacts would be less than significant, and no mitigation measures would apply.</p>

⁶³ Burbank Unified School District, *School Fee Justification Study*, March 4, 2020, <https://www.burbankusd.org/cms/lib/CA50000426/Centricity/domain/77/2020-21/Developer%20Fee%20Justification%20Study%202020%20-%20FINAL.pdf>, accessed June 30, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Recreation (REC)		
<p>REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 	<p>The Project would be consistent with this mitigation measure due to its compliance with existing regulatory requirements. Specifically, any potential adverse effects to City recreational facilities by Project residents would be minimized through compliance with BMC Section 10-1-715 pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. In addition, pursuant to Burbank Zoning Code Article 22, the Project would be required to pay applicable park facility fees.</p> <p>Therefore, pursuant to existing regulatory requirements, the Project would be consistent with this mitigation measure, would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Project would be consistent with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.</p> <p>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p>PMM REC-1, PMM AQ-2, and PMM NOISE-1. See above.</p>	<p>As described above under REC-1, the Project would be consistent with PMM REC-1, PMM AQ-2, and PMM NOISE-1 through required compliance with the City’s existing regulatory requirements pertaining to parkland and recreational facilities. The Project would not require the construction or expansion of recreational facilities because any potential adverse effects to City recreational facilities by Project residents would be minimized through compliance with BMC Section 10-1-715, pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. Thus, the Project would be consistent with this mitigation measure.</p>
Transportation, Traffic, and Safety (TRA)		
<p>TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).</p>	<p>PMM TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways:</p> <ul style="list-style-type: none"> – include TDM mitigation requirements for new developments; 	<p>The Project would be consistent with these mitigation measures, as it is a TPP and is also located within a TPA with access to alternative modes of transportation, including public transit, bicycling, and walking.</p> <p>The Project is a mixed income density bonus project that locates market rate and affordable housing next to substantial transit opportunities, thereby reducing VMT.</p> <p>As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, pursuant to CEQA Guidelines Section 15064.3(b)(1) and the City’s VMT Guidelines, residential, retail, office, or mixed-use projects within 0.5 miles of an existing major transit stop that do not have a FAR less than 0.75, do not include more parking than required by the BMC, are consistent with the RTP/SCS, and do not replace affordable housing units with a small number of moderate or high income units, may be presumed to have less than significant VMT impacts. The Project is located less than 0.5 miles of both the Metrolink Burbank Airport South train station and the Hollywood Burbank Airport Regional Intermodal Transportation Center, where several Metro bus lines and a BurbankBus route stop. In addition, the Project would have a FAR of 2.1; would provide 1,613 parking spaces, fewer than the 2,088 required under the BMC; would be consistent with the RTP/SCS; and would not replace any existing housing. Therefore, the Project would satisfy the screening criteria and impacts would be less than significant.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> – incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; – provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; – implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; – develop TDM-specific performance measures to evaluate project-specific and system-wide performance; – incorporate TDM performance measures in the decision-making process for identifying transportation investments; – implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and – set aside funding for TDM initiatives. <p>The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</p>	<p>Notwithstanding this presumption, the Project will also include several TDM features that would serve to reduce VMT and vehicle trips, including reduced vehicular parking supply, provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the Project Site. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>No mitigation required.</p>	<p>No mitigation applies</p>
<p>TRA-4: Result in inadequate emergency access.</p>	<p>PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible.</p>	<p>The Project would be consistent to this mitigation measure through compliance with existing regulatory requirements. Specifically, an emergency response plan would be submitted to the BFD during BFD's review of the Project plans as part of the standard building permit review process (see PSF-1). Moreover, the Project would comply with all BFD emergency access requirements. The Project does not impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours. – Limiting of lane closures during peak hours to the extent possible. – Usage of haul routes minimizing truck traffic on local roadways to the extent possible. – Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. – Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To 	<p>construction of the Project, and none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulatory requirements would achieve conformance with PMM TRA-2.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</p> <ul style="list-style-type: none"> – Storage of construction materials only in designated areas. – Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. – Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. – Enhance emergency preparedness awareness among public agencies and with the public at large. 	
Tribal Cultural Resources (TCR)		
<p>TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:</p> <ul style="list-style-type: none"> a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 	<p>See PMM CULT-1.</p> <p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; 	<p>Consistent. The Project is located within a highly developed urban area on a previously disturbed site and the potential for discovery of tribal cultural resources is considered low. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the NAHC was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC, which indicated a positive search result. The NAHC indicated that the Fernandefio Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>It is possible that ground-disturbing activities could unearth buried or otherwise obscured resources, for the areas outside of the remediation areas described above. Should any unanticipated prehistoric archaeological resources be determined during consultation between the Tribes and the City to potentially be tribal cultural resources, PRC section 21084.3 would apply. Should the lead agency (City) determine that the project may cause a</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</p> <p>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p>	<p>substantial adverse change to a tribal cultural resource, the agency will need to consider avoidance and preservation of the resources as well as mitigation measures outlined in PRC section 21084.3(b)(1)(4), which can be considered to avoid or minimize the significant adverse impacts. As required by AB 52, consultation between the City and the Gabrieleno Band of Mission Indians-Kizh Nation and the Fernandefio Tataviam Band of Mission Indians was conducted. No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the project site. However, implementation of Mitigation Measure MM-TCR-1. would avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With implementation of Mitigation Measures MM-TCR-1, the impact to any unanticipated Tribal cultural resources would be less than significant.</p> <p>Based on these results, Mitigation Measure MM-TCR-1 is identified to ensure that the proposed Project would be consistent with this mitigation measure.</p>
Solid Waste (USSW)		
<p>USSW-1: Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.</p> <p>USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</p>	<p>PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <p>a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.</p> <p>b) Inclusion of a waste management plan that promotes maximum C&D diversion.</p>	<p>The Project would be consistent to this mitigation measure through compliance with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2019 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2034) under current conditions.⁶⁴</p>

⁶⁴ County of Los Angeles Department of Public Works, *CoIWMP 2019 Annual Report*, December 2019, https://dpw.lacounty.gov/epd/tf/Attachments/Minutes_Attachments/2019_Attachments/CIWMPAnnualReport_2018.pdf, accessed April 7, 2021.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<ul style="list-style-type: none"> c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food 	<p>Overall, compliance with existing regulations would ensure that the Project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving conformance with this mitigation measure.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p> <p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Wastewater (USWW)		
<p>USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p>PMM HYD-1. See above.</p> <p>PMM USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</p>	<p>No mitigation applies. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, as part of the SUSMP for the Project to manage post-construction stormwater runoff, the Project would include the installation of building roof drain downspouts, area drains, and planter drains throughout the Project Site to collect roof and Site runoff and direct stormwater away from buildings through a series of storm drain pipes. This on-site stormwater conveyance system would serve to prevent on-site flooding and nuisance water on the Project Site. In addition, in compliance with the MS4 permit the Project would be required to implement LID strategies, with the goal of reducing the quantity and intensity of stormwater flows. The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Impacts associated with on-site stormwater drainage facilities would be less than significant. Therefore, based on the above, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Therefore, no mitigation applies.</p>
<p>USWW-2: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p>	<p>PMM USWW-1. See above.</p>	<p>No mitigation applies. This mitigation measure would not apply as described above for USWW-1.</p>
Water Supply (USWS)		
<p>USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.</p>	<p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may</p>	<p>No mitigation applies. During construction activities associated with the future development within the Project Site, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	<p>adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.</p> <p>As discussed in the Utility Infrastructure Technical Report prepared for the Project (Appendix N-2), Burbank Water and Power (BWP) is responsible for providing water supply to the City while complying with Local, State, and Federal regulations. Primary sources of water for the BWP service area are from imported water purchased from the Metropolitan Water District (MWD). Water from MWD originates from the Colorado River by the 242-mile Colorado River Aqueduct and the Northern California’s Bay-Delta Region by the 441 mile California Aqueduct. Furthermore, BWP provides reclaimed water, which that originates from the Burbank Water Reclamation Plant that is treated to a quality standard suitable for irrigating parks, golf courses and other outdoor landscapes.</p> <p>To assess the City’s ability to meet the Project’s projected water demand, a Water Supply Assessment (WSA) was prepared (Appendix N-3). As stated in the WSA, in normal years, the Project would create an estimated 231.53 acre-feet per year (afy) of new water demand, or about 1.2 percent of the City’s anticipated total system demand of 18,062 afy in 2025, and 1.0 percent of overall treated water demands of 22,010 afy in 2045. Furthermore, as detailed in the WSA, MWD can meet all water demands in normal, single dry, and multiple dry years by utilizing its current and diverse water portfolio. The WSA found that MWD, as the wholesale potable water supplier has sufficient water supplies available to serve its member agencies now and over a 25-year planning horizon. With that understanding, the City as a member agency has adequate water supplies provided through the MWD and its groundwater pumping to meet Project demands and cumulative demands in 2025, in 2035, and to the 2045 planning horizon of its draft 2020 UWMP. Therefore, no mitigation applies.</p>
<p>USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.</p>	<p>PMM USWS-1. See above.</p>	<p>No mitigation applies. This mitigation measure would not apply as described above for USWS-1.</p>

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Wildfire (WF)		
<p>WF-1: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.</p>	<p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. 	<p>No mitigation applies. As recognized in the 2020 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a VHFHSZ pursuant to CALFIRE’s FRAP maps.⁶⁵ Therefore, Mitigation Measure PMM WF-1 would not apply.</p>

⁶⁵ California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in a LRA – Burbank, CA*, September 2011.

Significance Thresholds and Project Impacts	SCAG 2020–2045 RTP/SCS Project-Level Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>WF-2: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.</p>	<p>PMM HAZ-4. See above.</p> <p>PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p> <ul style="list-style-type: none"> – Submit a fire protection plan including the designation of fire watch staff; – Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; – Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and – Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	<p>The Project would be consistent with PMM HAZ-4 as described above for HAZ-4. Furthermore, as recognized in the 2020 RTP/SCS, the Project Site is located in a highly urbanized area of the City. The Project Site is not located within a VHFHSZ pursuant to CALFIRE’s FRAP maps. Therefore, Mitigation Measure PMM WF-2 would not apply.</p>
<p>WF-3: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.</p>	<p>PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4. See above.</p>	<p>The Project would be consistent with these mitigation measures as described above for HAZ-4, HYD-1, WF-1, and WF-2.</p>

4.3 Burbank General Plan EIR Mitigation Measures

TABLE 4-3
 BURBANK GENERAL PLAN EIR MITIGATION MEASURES

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
Aesthetics (AES)		
4.1-1: Effects on Scenic Vistas. Adoption and implementation of <i>Burbank2035</i> would include new development in the planning area, including buildings, structures, paved areas, roadways, utilities, and other improvements, potentially altering scenic vistas in the planning area.	No mitigation required.	No mitigation applies.
4.1-2: Degrade Existing Visual Character. Adoption and implementation of <i>Burbank2035</i> would include new development in the planning area that could substantially degrade the existing visual character within or surrounding the planning area.	No mitigation required.	No mitigation applies.
4.1-3: Include Sunlight-blocking Structures. Adoption and implementation of <i>Burbank2035</i> would include new development in the planning area that could include sunlight-blocking structures near shadow-sensitive uses.	<p>Mitigation Measure 4.1-3: The City of Burbank shall add the following measures to Program LU-1 to amend the Zoning Ordinance to address the potential for new structures to cause shadow impacts on shadow-sensitive uses:</p> <p>Require a shadow analysis for new structures proposed over 70 feet in height that would be adjacent to a shadow-sensitive public use such as, but not limited to, a park, pedestrian-oriented outdoor space, or restaurant with outdoor seating area.</p> <p>Establish standards to ensure new development over 70 feet in height does not shade shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).</p> <p>Standards could include building spacing, building orientation, or step-backs.</p>	No mitigation applies. Public Resources Code (PRC) Section 21099, enacted by Senate Bill (SB) 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment" for purposes of CEQA. PRC Section 21155(b) defines a Transit Priority Area (TPA) as an area within one-half mile of a major transit stop that is existing or planned. PRC Section 21064.3 defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As described in this Chapter 3, <i>SCEA Criteria</i>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.1-4: Create New Sources of Light or Glare. Adoption and implementation of <i>Burbank2035</i> would include new development in the planning area that would create new sources of light and glare.</p>	<p>No mitigation required.</p>	<p><i>and TPP Consistency Analysis</i>, under Criterion 4, the Project Site is located within approximately 554 feet of the existing Bob Hope Airport Metrolink Station, near the intersection of Vanowen Street and N. Hollywood Way, and, thus, is within one-half mile of an existing major transit stop and TPA. Accordingly, the Project's potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Nevertheless, in compliance with this mitigation measure, the Project prepared a shadow analysis to ensure that new development over 70 feet in height does not shade shadow sensitive uses for more than three hours between the specified portions of the day and season. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, the shadow analysis concluded that, although the Project would create new shadows in the Project area, shadows cast by this project would not significantly increase the shaded area or shade duration of sensitive uses as there are no shadow-sensitive uses in the impacted areas.</p>
<p>4.1-5: Cumulative Effects on Scenic Vistas. Adoption and implementation of <i>Burbank2035</i> would not include new development that would substantially degrade scenic vistas from other nearby areas outside the planning area.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.1-6: Cumulative Effects Degrading Existing Visual Character. Adoption and implementation of <i>Burbank2035</i> and anticipated regional growth would include new development that could substantially degrade existing visual character within or surrounding the planning area.</p>	No mitigation required.	No mitigation applies.
<p>4.1-7: Cumulative Effects of Sunlight-blocking Structures. Adoption and implementation of <i>Burbank2035</i> would include new development in the planning area that could include sunlight-blocking structures near shadow-sensitive uses. Other nearby development in Los Angeles or Glendale could also include sunlight-blocking structures.</p>	No mitigation required.	No mitigation applies.
<p>4.1-8: Cumulative Effects of New Sources of Light or Glare. Adoption and implementation of <i>Burbank2035</i> and anticipated regional growth would include new development that would create new sources of light and glare.</p>	No mitigation required.	No mitigation applies.
Air Quality (AIR)		
<p>4.3-1: Consistency with Air Quality Plans. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which could result in air quality emissions associated with construction and operation of future and existing land uses that would affect how the region attains and maintains air quality standards.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.3-2: Short-Term Construction Emissions. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which would generate air quality emissions from short-term construction of planned land uses.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>4.3-3: Long-Term Operational Emissions. Adoption and implementation of <i>Burbank2035</i> would generate air quality emissions from long-term operation of planned land uses.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>4.3-4: CO Hot Spots. Adoption and implementation of <i>Burbank2035</i> would generate and contribute vehicle traffic to existing roadways within the city as a result of proposed land uses, which could contribute to potential CO hot spots.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>
<p>4.3-5: Toxic Air Contaminants. Adoption and implementation of <i>Burbank2035</i> would potentially generate additional diesel vehicle traffic and diesel stationary sources within the city.</p>	<p>Mitigation Measure 4.3-5: The City of Burbank shall modify Burbank2035 Implementation Program AQCC-4 as follows to address the potential for TAC impacts:</p> <p>Program AQCC-4: Health Risk Assessments for Stationary and Mobile Sources</p> <p>Require project proponents to prepare health risk assessments in accordance with SCAQMD-recommended procedures as part of environmental review when projects could have associated air emissions that have been designated by the State of California as a toxic air contaminant or, similarly, by the federal government as a hazardous air pollutant.</p> <p>Also require health risk assessments for projects that would place sensitive land uses near Bob Hope Airport, the UPRR rail line, or major freeways or arterials. (Major freeways, for these purposes, are I-5 and SR 134.) The City will apply the ARB Air Quality and Land Use Handbook for recommendations on siting distances for sensitive or noxious uses. Site-specific analysis may include dispersion modeling and/or a health risk assessment, consistent with applicable guidance from SCAQMD. If required to reduce potentially significant impacts, the City shall require the applicant to identify and incorporate feasible mitigation measures. Such measures could include, but are not limited to: including tiered plantings of trees to reduce particulate matter concentrations; installing air filtration systems to reduce ambient particulate matter concentrations, providing HVAC resource information, avoiding siting sensitive receptors in buildings with perchloroethylene drycleaners, and locating air intakes and windows to reduce particulate matter exposure.</p>	<p>The Project would be consistent with this mitigation measure as a Health Risk Assessment (HRA) has been prepared for the Project as it would develop residential uses within 1,100 feet southeast of the Burbank-Hollywood Airport and approximately 90 feet south of the Union Pacific Railroad (UPRR) rail line. The HRA isolated the emissions and dispersion from the aloft (airborne) emissions associated with takeoff, climb out, approach and landing extending from Runway 33 and along the flight path directly due west of the Project Site since aircraft arriving and departing this runway would be in the closest proximity when airborne to the Project Site (Appendix A Health Risk Assessment Memorandum). The HRA estimated maximum carcinogenic risk of approximately 11.55 in one million from the rail line and 0.02 in one million from the aircraft emissions for the residential uses at the Project Site for a 30-year residential exposure. With the inclusion of MERV 13 filters, as required by</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	Agency/Department: Community Development Department Funding Source: Development fees Time Frame: Ongoing	2019 Title 24 standards, the combined cancer risk is reduced to 4.64 in one million, which is less than significant. The population cancer burden and chronic and acute hazard index are also less than significant. As the Project would not generate a substantial number of daily truck trips or include any typical sources of hazardous TACs, the Project does not need a HRA for on-site operational activities.
4.3-6: Odors. Adoption and implementation of <i>Burbank2035</i> would result in future land uses that could generate odors or expose existing receptors to odors.	No mitigation required.	No mitigation applies.
4.3-7: Cumulative Construction Emissions. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the Basin would increase the amount of construction-related air quality emissions occurring within the Basin, thereby affecting the region's ability attain ambient air quality standards.	No mitigation required.	No mitigation applies.
4.3-8: Cumulative Operational Emissions. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the Basin would increase the amount of operational air quality emissions occurring within the Basin and affect the region's ability to attain ambient air quality standards.	No mitigation required.	No mitigation applies.
4.3-9: Cumulative CO Hotspots. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the Basin would contribute to traffic volumes on regional roadways, which would increase congestion and the potential for a CO hotspot.	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.3-10: Cumulative TAC Emissions. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the Basin would increase the amount of TAC emissions that sensitive receptors would be exposed to in the Basin.</p>	No mitigation required.	No mitigation applies.
<p>4.3-11: Cumulative Odors. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the Basin would increase the potential to generate or expose regional receptors to odors.</p>	No mitigation required.	No mitigation applies.
<p>Greenhouse Gas Emissions and Climate Change (GHG)</p>		
<p>4.4-1: Generation of Short-Term Construction Greenhouse Gas Emissions. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which would result in GHG emissions from construction activities that would contribute to the cumulative effect of climate change.</p>	<p>Mitigation Measure 4.4-1a: To reduce construction-generated GHG emissions, projects seeking discretionary approval from the City shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.</p> <p>The project applicant(s) for any particular discretionary project may submit a report to the City that substantiates why specific measures are considered infeasible for construction of that particular discretionary project and/or at that point in time. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>The recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:</p> <p>Improve fuel efficiency of construction equipment:</p> <ul style="list-style-type: none"> – reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); – perform equipment maintenance (inspections, detect failures early, corrections); – train equipment operators in proper use of equipment; – use the proper size of equipment for the job; and – use equipment with new technologies (repowered engines, electric drive trains). <p>Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</p>	<p>As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, Section VIII, <i>Greenhouse Gas Emissions</i>, the Project would benefit from NHSTA and USEPA fuel efficiency standards as well as CARB regulations regarding heavy-duty truck idling limits and the phase-in of off-road emission standards.</p> <p>With regard to waste, the Project would recycle or salvage for reuse a minimum of 65 percent of all nonhazardous construction and demolition waste in compliance with CALGreen Code requirements. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from City centers, and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.4-2: Generation of Long-Term Operational Greenhouse Gas Emissions. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which would result in GHG emissions from operation of future land uses that would contribute to the cumulative effect of climate change.</p>	<p>Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. Emissions of NOX from the use of low carbon fuel must be reviewed and increases mitigated. Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program.</p> <p>Reduce electricity use in the construction offices by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.</p> <p>Recycle or salvage nonhazardous construction and demolition debris.</p> <p>Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).</p> <p>Develop a plan to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</p> <p>Mitigation Measure 4.4-1b: As a part of a contractor demolition package, require compliance with the City of Burbank Construction and Demolition Ordinance. Work with contractors to share best practices on building recycling and reuse and demolition techniques to minimize waste, dust generation, water and energy use and other impacts of construction and demolition work.</p> <p>Mitigation Measure 4.4-1c: Upgrade the BMC to incorporate California Green Building Standards Code requirements on a regular and timely manner as mainline construction practices develop and new materials and building products become available, with the goal of meeting the state's Net Zero Energy goals by 2020.</p>	<p>No mitigation applies.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.4-3: Consistency with Greenhouse Gas Reduction Plans. Adoption and implementation of <i>Burbank2035</i> would result in GHG emissions associated with construction-related and operational activities. However, in order for the City of Burbank and the State of California to meet their GHG reduction goals, the efficiency and manner in which construction activities are executed, and new and modified development operate are required to become more GHG efficient.</p>	No mitigation required.	No mitigation applies.
Biological Resources (BIO)		
<p>4.5-1: Impacts to Special-Status Species. Adoption and implementation of <i>Burbank2035</i> would result in the loss or degradation of existing populations or suitable habitat of special-status plant and wildlife species.</p>	No mitigation required.	No mitigation applies.
<p>4.5-2: Impacts to Riparian Habitat or Sensitive Natural Communities. Adoption and implementation of <i>Burbank2035</i> would result in the loss or degradation of riparian habitat or other sensitive natural communities considered sensitive habitats under CEQA.</p>	No mitigation required.	No mitigation applies.
<p>4.5-3: Impacts to Federally-Protected Wetlands. Adoption and implementation of <i>Burbank2035</i> would result in the loss or degradation of federally-protected wetlands or vernal pools.</p>	No mitigation required.	No mitigation applies.
<p>4.5-4: Impacts to Wildlife Movement. Adoption and implementation of <i>Burbank2035</i> would impede wildlife movement within the planning area.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
4.5-5: Cumulative Effects on Special-Status Species. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would result in the loss or degradation of existing populations or suitable habitat of special-status plant and wildlife species, a potentially significant cumulative impact.	No mitigation required.	No mitigation applies.
4.5-6: Cumulative Effects on Riparian Habitat or Sensitive Natural Communities. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would result in the loss or degradation of riparian habitat or other sensitive natural communities considered sensitive habitats under CEQA.	No mitigation required.	No mitigation applies.
4.5-7: Cumulative Effects on Federally Protected Wetlands. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would result in the loss or degradation of federally-protected wetlands or vernal pools.	No mitigation required.	No mitigation applies.
4.5-8: Cumulative Effects on Wildlife Movement. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would impede wildlife movement in the Verdugo and Santa Monica Mountains.	No mitigation required.	No mitigation applies.
Cultural Resources (CULT)		
4.6-1: Substantial Change in the Significance of a Historical Resource. Adoption and implementation of <i>Burbank2035</i> could result in new development and redevelopment of property throughout the planning area,	Mitigation Measure 4.6-1: The City of Burbank shall modify Burbank2035 Implementation Program LU-4 as follows to address the potential for substantial adverse change to historical resources: Program LU-4: Historic Preservation: To reduce impacts to both known and as-yet-unknown historical resources within Burbank, the City shall:	The Project would be consistent with this mitigation measure. As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i> , on May 19, 2021, a cultural resources records search was conducted at the SCCIC, California State University, Fullerton. Results of that records search indicated that 11 cultural

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>which could cause a substantial change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5.</p>	<p>Review, revise, and maintain the Historic Preservation Plan to ensure that it is informed by current resource data and its goals and policies are consistent with the Land Use Element.</p> <p>Establish a list of Eligible Historic Resources to be maintained by the Community Development Director. Update the list of Eligible Historic Resources every five (5) years to identify as-yet-unknown historical resources (as defined in State CEQA Guidelines Section 15064.5) as potential resources are identified through citywide surveys and on a project-by-project basis.</p> <p>Periodically review and revise the Historic Resource Management Ordinance and preservation incentives to account for new resources as they are identified.</p> <p>Require evaluation by a qualified architectural historian for projects subject to CEQA involving buildings constructed more than 45 years prior to the project application. If the evaluation determines that historical resources (as defined in State CEQA Guidelines Section 15064.5) would be adversely affected, the City shall require the proposed project to comply with Section 10-1-928 of the Historic Resource Management Ordinance.</p> <p>Require assessment by a qualified archeologist for projects subject to CEQA involving ground-disturbing activities on previously undisturbed land to identify the potential to encounter buried historical resources (as defined in State CEQA Guidelines Section 15064.5). If the assessment determines that buried resources may be present, the City shall require preparation and implementation of a treatment plan outlining measures for monitoring, data recovery, and/or handling inadvertent discoveries.</p> <p>Agency/Department: Community Development Department</p> <p>Funding Source: Grant funds, general fund</p> <p>Time Frame: Ongoing, historic resource list updates every five (5) years</p>	<p>resource studies have been conducted within a 0.5-mile radius of the study area. Five cultural resources have been previously recorded within the 0.5-mile study area. All five of the resources are historic built environment resources. One is a listed resource on the National Register of Historic Places (National Register), one was significant but has been demolished and three were evaluated as ineligible. No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is the Portal of the Folded Wings Shrine to Aviation (P-19-180686), which is approximately 1,000 feet (0.2-miles) west of the Project Site.</p> <p>The Project Site is currently developed with an existing big box retail store, a surface parking lot, and limited landscaping. A site visit of the Project Site was conducted on June 1, 2021. This site visit included an intensive pedestrian survey to document the existing conditions of the Project Site and vicinity. During the visit the Project Site was documented with digital photography.</p> <p>The Project Site was found ineligible under the applicable Federal, State, or local criteria. The period of significance associated with the subject property is 1962–1967, when the Unimart company owned and occupied the Project Site. The building was not found to be significant for its association with Unimart, nor is Unimart significant in the history of big box retailers or pattern of commercial development. While the Project Site was designed in the Goochie style by notable architect Maxwell Starkman, the big box retail store in its current state is not an intact distinctive example of the style, nor does it appear to be representative of Starkman’s prolific body of work. A master is a figure of generally recognized greatness in a field of design or construction such as architecture. However, his work has not yet been examined in any scholarly sources on the architectural history of southern California. Even if Starkman was recognized as a master architect, the subject property would not be</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>considered an important example of his work. A master is a figure of generally recognized greatness in a field of design or construction such as architecture. However, his work has not yet been examined in any scholarly sources on the architectural history of southern California. Even if Starkman was recognized as a master architect, the subject property would not be considered an important example of his work. To be eligible for listing in the national, state, and local registers, a property must retain its historic integrity from the period in which it gained significance.</p> <p>To be eligible for listing in the national, state, and local registers, a property must retain its historic integrity from the period in which it gained significance. Due to multiple substantial changes to modify the building to accommodate new tenants after the period of significance, the Project Site does not retain its integrity from its period of significance to convey its historical and architectural significance. As the building lacks historical associations, architectural distinction, and historic integrity, the building is not considered a historical resource in accordance with CEQA. The Project Site has been assigned a California Historic Resource (CHR) Status Code of 6Z, as the property does not appear eligible for Federal, State, or local designation through this survey evaluation. As such, the Project would have no direct impacts to historical resources on the Project Site.</p> <p>The indirect impact evaluation includes the built environment setting along Valhalla Drive and N. Hollywood Way in the Project vicinity is improved with commercial/industrial warehouses and commercial offices with surface parking along Valhalla Drive and Vanowen Street, the Pierce Brothers Valhalla Memorial Park and Mortuary (Valhalla Cemetery) approximately 1,000 feet (0.2 miles) west of the Project Site, and the Burbank Armory (3800 Valhalla Drive) approximately 100-feet (0.01 mile) southwest of the Project Site. According to the Los Angeles County Assessor's portal for the other surrounding</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>parcels, there are three utilitarian industrial facilities over 45-years in age in the Project vicinity which have not been previously identified in a historical resources survey, are not currently listed at the Federal, State, or local level. The building types, construction dates, and APNs are as follows: 3811 W. Valhalla Drive is a Modern industrial facility, circa 1961 (APN 2463-001-015); 3520 W. Valhalla Drive is an industrial warehouse, circa 1973 (APN 2463-001-011); and 2231 N. Hollywood Way is an industrial warehouse, circa 1973 (APN 2463-001-012). None of these three buildings appear potentially eligible.</p> <p>While the Project would be visible from one previously identified historical resource, the Portal of the Folded Wings Shrine to Aviation at the Valhalla Cemetery (Resource P-10-180686) (Portal), and from two potentially eligible historical resources, the Valhalla Cemetery and Burbank Armory, the Project would not have an adverse indirect impact on these identified historical resources, as described in Chapter 5, <i>Initial Study and Environmental Analysis</i>.</p> <p>As discussed in Chapter 5, <i>Initial Study and Environmental Analysis</i>, a records search for the project was received from the SCCIC on May 19, 2021. The records search included a review of all recorded archaeological resources and previous studies within a 0.5-mile radius of the Project Site. Five cultural resources have been previously recorded within the 0.5-mile records search radius of the Project Site (see Table 2 in Appendix C2). No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is 0.2 miles to the west of the Project Site, and all of the resources are historic built environment resources.</p> <p>Furthermore, the NAHC was contacted to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC, which indicated a positive search result. The NAHC indicated that</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
		<p>the Fernandefio Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites.</p> <p>It is possible that ground-disturbing activities could unearth buried or otherwise obscured resources, for the areas outside of the remediation areas described above. It is recommended that an archaeological monitor be present during ground-disturbing activities. Based on observations made by the archaeological monitor, monitoring activities may be modified or discontinued at the recommendation of the archaeologist. Additionally, it is recommended that protocols for work stoppage in the event that archaeological resources or human remains are encountered during construction should be implemented.</p> <p>Based on these results, Mitigation Measures MM-CULT-1 is identified to ensure that the proposed Project would be consistent with Mitigation Measure 4.6-1.</p> <p>Therefore, the Project would result in less-than-significant direct and indirect impacts to historical resources and would be consistent with the intent of this mitigation measure.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.6-2: Substantial Change in the Significance of a Unique Archaeological Resource. Adoption and implementation of <i>Burbank2035</i> could result in new development and redevelopment of previously undisturbed land throughout the planning area, which could cause a substantial change in the significance of a unique archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>Implement Mitigation Measure 4.6-1.</p>	<p>Consistent. See Above</p>
<p>4.6-3: Disturbance of Human Remains. Adoption and implementation of <i>Burbank2035</i> could result in new development and redevelopment of previously undisturbed land throughout the planning area, which could disturb human remains.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.6-4: Impacts to Unique Paleontological Resources. Earthmoving and excavation activities associated with implementation of <i>Burbank2035</i> could damage previously unknown unique paleontological resources.</p>	<p>Mitigation Measure 4.6-4: The City of Burbank shall add the following bullet item to Burbank2035 Implementation Program OSC-7:</p> <p>If paleontological resources are discovered during earthmoving activities associated with future development projects, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	<p>The Project would be consistent with this mitigation measure as the Project would be required to comply with the existing regulations as set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. If paleontological resources are discovered during earthmoving activities, immediately cease construction activities in the vicinity of the find and notify the City. In addition, the Project Applicant will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2 and Mitigation Measures MM-GEO-1 and MM-GEO-2, as identified in Chapter 5, <i>Initial Study and Environmental Analysis</i>. Therefore, the Project would be consistent with this mitigation measure.</p>
<p>4.6-5: Cumulative Effects on Historical Resources. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated future development in Burbank, Glendale, and Universal City could cause a substantial change in the significance of historical resources as defined in CEQA Guidelines Section 15064.5.</p>	<p>Implement Mitigation Measure 4.6-1.</p>	<p>See discussion under Impact 4.6-1 for discussion of the Project's consistency with Mitigation Measure 4.6-1.</p> <p>The current Project does not have any resources on site and would not have a direct impact on historical resources within the Project Site. Although there are known resources in the 0.5-mile radius of the Project Site, there are no projects currently planned that would impact these resources and all future projects would be</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.6-6: Cumulative Effects on Archaeological Resources. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated future development in Burbank, Glendale, and Universal City could cause a substantial change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>Implement Mitigation Measure 4.6-1.</p>	<p>subject to CEQA analysis and mitigation. Based on these findings, the Project would have less-than-significant direct and indirect impacts on historical resources and would not contribute to cumulative impacts on historical resources or districts in the immediate vicinity.</p> <p>See discussion under Impact 4.6-1 for discussion of the Project's consistency with Mitigation Measure 4.6-1.</p> <p>Cumulative impacts to archaeological resources could occur if any future projects, in conjunction with the proposed Project, would have impacts on resources that, when considered together, would be significant; however, the current Project would not affect known archaeological resources. Further, while there is the potential for impacts to unknown archaeological resources, such as those that might be discovered during ground-disturbing activities during Project construction and demolition, Mitigation Measures MM-CUL-1 and 2, and MM-TCR-1 and 2, which provide for retention of a qualified archaeologist, cultural resources sensitivity training, archaeological monitoring, Native American monitoring, and treatment of unanticipated discoveries, would ensure that impacts are reduced to a less-than-significant level. Taken together, implementation of these mitigation measures would ensure that the Project would not have an impact on archaeological resources. Therefore, the cumulative effects to archaeological resources from this Project are considered less than significant.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.6-7: Cumulative Effects on Human Remains. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would not result in cumulative impacts to human remains because these impacts are inherently site specific.</p>	No mitigation required.	No mitigation applies.
<p>4.6-8: Cumulative Effects on Paleontological Resources. Ground disturbance, earthmoving and excavation activities associated with implementation of <i>Burbank2035</i> combined with construction activities in Burbank, Glendale, and Universal City could damage previously unknown unique paleontological resources.</p>	Implement Mitigation Measure 4.6-1.	<p>Projects with the potential for substantial excavation would be subject to environmental review. Because of the potential for significant impacts on paleontological resources resulting from the Project, Mitigation Measures MM-GEO-1 and 2 are required. These measures include retention of a qualified paleontologist, paleontological resources sensitivity training, and treatment and curation of discoveries, if encountered. Implementation of these measures would reduce the potential for adverse effects on fossil resources individually and cumulatively; and would preserve and maximize the potential of these resources to contribute to the body of scientific knowledge. Therefore, the cumulative effects to paleontological resources from this Project are considered less than significant.</p> <p>The Project, considered together with other cumulative development, would not result in significant paleontological impacts. Therefore, the cumulative impacts would be less than significant.</p>
4.7 Energy		
<p>4.7-1: Result in Wasteful, Inefficient, and Unnecessary Consumption of Energy. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which would increase the demand and consumption of energy.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.7-2: Result in siting, orientation, and design that does not provide an opportunity to minimize energy consumption, including transportation energy. Adoption and implementation of <i>Burbank2035</i> would encourage development of new land uses in a way that would increase opportunities to minimize energy consumption, including transportation energy.</p>	No mitigation required.	No mitigation applies.
<p>4.7-3: Include features that would increase peak energy demand. Adoption and implementation of <i>Burbank2035</i> would result in new development and redevelopment of property throughout the planning area, which would increase peak energy demand.</p>	No mitigation required.	No mitigation applies.
<p>4.7-4: Not provide for alternative fuels (particularly renewable ones) or energy systems. Adoption and implementation of <i>Burbank2035</i> would increase the amount of alternative fuels used in the planning area.</p>	No mitigation required.	No mitigation applies.
<p>4.7-5: Not provide for recycling of non-renewable resources. Adoption and implementation of <i>Burbank2035</i> would continue to provide for recycling for non-renewable resources.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.7-6: Cumulative Wasteful, Inefficient, and Unnecessary Consumption of Energy. Adoption and implementation of <i>Burbank2035</i> in addition to growth throughout the utility service areas would result in new development and redevelopment of property, which would increase the cumulative demand and consumption of energy.</p>	No mitigation required.	No mitigation applies.
<p>4.7-7: Cumulative Siting, Orientation, and Design to Minimize Energy Consumption. Adoption and implementation of <i>Burbank2035</i> in addition to planned growth in other jurisdictions would encourage development of new land uses throughout the utility service areas in a way that would increase opportunities to minimize energy consumption, including transportation energy.</p>	No mitigation required.	No mitigation applies.
<p>4.7-8: Cumulative Increase in Peak Energy Demand. Adoption and implementation of <i>Burbank2035</i> in addition to regional growth would result in new development and redevelopment of property throughout utility service areas, which would increase the peak energy demand.</p>	No mitigation required.	No mitigation applies.
<p>4.7-9: Cumulative Alternative Fuels or Energy Systems Impacts. Adoption and implementation of <i>Burbank2035</i> and general plans in communities throughout the region would increase the amount of alternative fuels used in the utility service areas.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.7-10: Cumulative Recycling of Non-Renewable Resources. Adoption and implementation of <i>Burbank2035</i> and general plans in communities throughout the region would continue to provide for recycling for non-renewable resources.</p>	No mitigation required.	No mitigation applies.
4.8 Geology and Soils		
<p>4.8-1: Fault Rupture. Adoption and implementation of <i>Burbank2035</i> would result in future land uses in areas potentially subject to surface rupture of the Verdugo Fault during future earthquake events.</p>	No mitigation required.	No mitigation applies.
<p>4.8-2: Exposure to Seismic Ground Shaking. Adoption and implementation of <i>Burbank2035</i> would result in new people and structures in areas prone to strong seismic ground shaking.</p>	No mitigation required.	No mitigation applies.
<p>4.8-3: Potential for Seismic-related Ground Failure. Adoption and implementation of <i>Burbank2035</i> would place new people and structures in areas prone to soil liquefaction and ground failure.</p>	No mitigation required.	No mitigation applies.
<p>4.8-4: Potential for Landslides. Adoption and implementation of <i>Burbank2035</i> would result in future land uses in areas susceptible to earthquake-induced landslides.</p>	No mitigation required.	No mitigation applies.
<p>4.8-5: Erosion Hazards. Adoption and implementation of <i>Burbank2035</i> would result in future land uses in areas susceptible to erosion.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.8-6: Potential for Unstable Soils. Implementation of <i>Burbank2035</i> would result in construction of occupied structures in areas located on a geologic unit or soil that is unstable or that would become unstable, potentially resulting in on- or off-site lateral spreading, subsidence, liquefaction, or collapse.</p>	No mitigation required.	No mitigation applies.
<p>4.8-7: Construction in Areas with Expansive Soils. Implementation of <i>Burbank2035</i> would result in construction of occupied structures in areas with expansive soils.</p>	No mitigation required.	No mitigation applies.
<p>4.8-8: Cumulative Effects on Geology and Soils. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would not be result in cumulative geology and soils impacts because these impacts are inherently site specific.</p>	No mitigation required.	No mitigation applies.
4.9 Hazards and Hazardous Materials		
<p>4.9-1: Transport, Use, or Disposal of Hazardous Materials. Adoption and implementation of <i>Burbank2035</i> would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in exposure of such materials to the public through either routine use or accidental release.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.9-2: Emission or Handling of Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School. Adoption and implementation of <i>Burbank2035</i> could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools.</p>	No mitigation required.	No mitigation applies.
<p>4.9-3: Potential Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5. Currently, only one site within the planning area is identified on the Cortese List as a known hazardous materials site. Adoption and implementation of <i>Burbank2035</i> could expose construction workers to hazardous materials from the current or future Cortese List sites, and hazardous materials could create an environmental or health hazard if left in place.</p>	No mitigation required.	No mitigation applies.
<p>4.9-4: Safety Hazards to People Residing or Working Within two Miles of Bob Hope Airport. Adoption and implementation of <i>Burbank2035</i> could result in an increase of people residing or working within two miles of the Bob Hope Airport, which could result in a safety hazard.</p>	No mitigation required.	No mitigation applies.
<p>4.9-5: Interference with an Adopted Emergency Response Plan. Adoption and implementation of <i>Burbank2035</i> would create additional traffic and future land uses requiring evacuation in the event of an emergency.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.9-6: Exposure of Structures to Urban and Wildland Fire. Adoption and implementation of <i>Burbank2035</i> would increase population located in proximity to wildlands and the Mountain Fire Zone, which would increase the risk from potential wildland fires.</p>	No mitigation required.	No mitigation applies.
<p>4.9-7: Cumulative Effect on Transport, Use, or Disposal of Hazardous Materials. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in exposure of such materials to the public through either routine use or accidental release.</p>	No mitigation required.	No mitigation applies.
<p>4.9-8: Cumulative Effect on Interference with an Adopted Emergency Response Plan. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would create additional traffic and future land uses requiring evacuation in case of an emergency.</p>	No mitigation required.	No mitigation applies.
<p>4.9-9: Cumulative Safety Hazards to People Residing or Working within Two Miles of Bob Hope Airport. Adoption and implementation of <i>Burbank2035</i> could result in an increase of people residing or working within two miles of the Bob Hope Airport, which could result in a safety hazard.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
4.10 Hydrology and Water Quality		
<p>4.10-1: Violate Any Water Quality Standards or Waste Discharge Requirements. Adoption and implementation of <i>Burbank2035</i> would potentially increase the amount of impervious surface within the planning area, thereby increasing the total volume, peak discharge rate of stormwater runoff, and associated pollutants. Construction activities resulting from implementation of Burbank 2035 could also increase the amount of sediments and pollutants in stormwater runoff.</p>	No mitigation required.	No mitigation applies.
<p>4.10-2: Interfere with Groundwater Supply and Recharge. Adoption and implementation of <i>Burbank2035</i> would potentially increase the amount of impervious surface within the planning area, thereby decreasing the area available to provide groundwater recharge. However, the new areas of impervious surface would be minimal, and existing areas of open space would be preserved.</p>	No mitigation required.	No mitigation applies.
<p>4.10-3: Alter Stormwater Drainage Systems and Patterns Resulting in Erosion. Adoption and implementation of <i>Burbank2035</i> would increase the amount of impervious surface within the planning area, thereby increasing the total volume and peak discharge rate of stormwater runoff and potential for erosion and sedimentation.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.10-4: Alter Stormwater Drainage Systems and Patterns Resulting in Flooding. Adoption and implementation of <i>Burbank2035</i> could increase the amount of impervious surface within the planning area, thereby increasing the total volume and peak discharge rate of stormwater runoff and potential for flooding.</p>	No mitigation required.	No mitigation applies.
<p>4.10-5: Create Runoff that Could Exceed the Capacity of Drainage Systems. Adoption and implementation of <i>Burbank2035</i> would increase the amount of impervious surface within the planning area, thereby increasing the total volume of stormwater runoff that could exceed the capacity of stormwater drainage systems or create substantial additional sources of polluted runoff.</p>	No mitigation required.	No mitigation applies.
<p>4.10-6: Otherwise Substantially Degrade Water Quality. Adoption and implementation of <i>Burbank2035</i> could result in development that would increase pollutants and cause degradation of water quality during construction activities or long-term operation.</p>	No mitigation required.	No mitigation applies.
<p>4.10-7: Place Housing within 100-Year Flood Hazard Area. Adoption and implementation of <i>Burbank2035</i> would continue to allow for housing to be developed in areas designated as within a 100-year flood hazard area.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.10-8: Structures that May Impede or Redirect Flood Flows. Adoption and implementation of <i>Burbank2035</i> would allow for continued development in locations designated as 100- year flood hazard areas.</p>	No mitigation required.	No mitigation applies.
<p>4.10-9: Risk of Loss, Injury, or Death Involving Flooding. Adoption and implementation of <i>Burbank2035</i> would allow for continued development in locations designated as 100- year flood hazard areas which could result in loss, injury, or death from flooding, including flooding from the failure of a dam or levee.</p>	No mitigation required.	No mitigation applies.
<p>4.10-10: Inundation by Seiche, Tsunami, or Mudflow. Adoption and implementation of <i>Burbank2035</i> would allow for continued development in locations that may be subject to inundation by seiche or mudflow.</p>	No mitigation required.	No mitigation applies.
<p>4.10-11: Cumulative Effects on Water Quality Standards Violations or Waste Discharge Requirements. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would increase the amount of impervious surface within the watershed, thereby increasing the total volume, peak discharge rate of stormwater runoff, and associated pollutants. Additionally, construction activities resulting from regional growth could increase the amount of sediments and pollutants in stormwater runoff.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.10-12: Cumulative Effects on Groundwater Supply and Recharge. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would increase the amount of impervious surface within the watershed, thereby decreasing the area available to provide groundwater recharge.</p> <p>However, large portions of the watershed are protected as open space and would remain available to serve as groundwater recharge. New areas of impervious surface as a result of implementing <i>Burbank2035</i> would be minimal, and existing open space areas would be preserved.</p>	No mitigation required.	No mitigation applies.
<p>4.10-13: Cumulatively Alter Stormwater Drainage Systems and Patterns Resulting in Erosion. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would increase the amount of impervious surface within the watershed, thereby increasing the total volume and peak discharge rate of stormwater runoff and potential for erosion and sedimentation.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.10-14: Cumulative Effects on Stormwater Drainage Systems and Patterns Resulting in Flooding. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would increase the amount of impervious surface within the watershed, thereby increasing the total volume and peak discharge rate of stormwater runoff that could cause increased flooding.</p>	No mitigation required.	No mitigation applies.
<p>4.10-15: Cumulatively Create Runoff that Could Exceed the Capacity of Drainage Systems. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would increase the amount of impervious surface within the Los Angeles River Watershed, thereby increasing the total volume of stormwater runoff that could exceed the capacity of stormwater drainage systems or create substantial additional sources of polluted runoff.</p>	No mitigation required.	No mitigation applies.
<p>4.10-16: Otherwise Substantially Degrade Water Quality. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth in the Los Angeles River Watershed could result in increased pollutants and cause degradation of water quality during construction activities or long-term operation.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.10-17: Place Housing within 100-year Flood Hazard Area. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth may allow housing to be developed in areas designated within a 100-year flood hazard area.</p>	No mitigation required.	No mitigation applies.
<p>4.10-18: Structures that May Impede or Redirect Flood Flows. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would allow for development in locations designated as 100-year flood hazard areas.</p>	No mitigation required.	No mitigation applies.
<p>4.10-19: Risk of Loss, Injury, or Death Involving Flooding, Including Dam or Levee Failure. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth throughout the Los Angeles River Watershed would allow for development in locations designated as 100-year flood hazard areas that could result in loss, injury, or death from flooding, including flooding from the failure of a dam or levee.</p>	No mitigation required.	No mitigation applies.
<p>4.10-20: Inundation by Seiche, Tsunami, or Mudflow. Adoption and implementation of <i>Burbank2035</i> in addition to regional growth throughout the Los Angeles River Watershed would allow for continued development in locations that may be subject to inundation by seiche or mudflow.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
4.11 Land Use and Planning		
<p>4.11-1: Physically Divide an Established Community. Adoption and implementation of <i>Burbank2035</i> would result in limited changes in land use designations and mobility improvements throughout the planning area leading to an increase in dwelling units and non-residential square footage.</p>	No mitigation required.	No mitigation applies.
<p>4.11-2: Conflict with an Applicable Plan, Policy or Regulation. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated local and regional growth would increase housing units, non-residential square footage and population in Burbank in combination with transportation improvements.</p>	No mitigation required.	No mitigation applies.
4.13 Noise		
<p>4.13-1: Expose Noise Sensitive Receptors to Construction Noise Levels. Short-term construction noise levels associated with implementation of <i>Burbank2035</i> could exceed applicable City of Burbank standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours (outside the construction hours defined in BMC Section 9-1-1-105.8), construction noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.13-2: Long-Term Increase in Traffic Noise Levels at Existing Noise-Sensitive Receptors. Implementation of <i>Burbank2035</i> would result in a significant increase in traffic noise levels exceeding 3-5 dBA.</p>	No mitigation required.	No mitigation applies.
<p>4.13-3: Exposure of Noise Sensitive Receptors to Stationary Source Noise in Excess of Applicable Standards. Implementation of <i>Burbank2035</i> would result in increases in on-site stationary-source noise levels associated with the proposed residential, commercial, mixed-use, office/industrial, park, and educational land uses. These stationary noise sources could exceed applicable hourly and maximum noise standards and result in a substantial increase in ambient noise levels.</p>	No mitigation required.	No mitigation applies.
<p>4.13-4: Exposure of Noise Sensitive Receptors to Rail Noise. Implementation of <i>Burbank2035</i> could result in increased exposure of sensitive receptors to rail-generated noise.</p>	No mitigation required.	No mitigation applies.
<p>4.13-5: Exposure of Noise Sensitive Receptors to Aircraft Noise. <i>Burbank2035</i> implementation could result in increased exposure of sensitive receptors to aircraft generated noise.</p>	No mitigation required.	No mitigation applies.
<p>4.13-6: Exposure of Vibration Sensitive Receptors to Construction Vibration. Sensitive receptors could be subjected to construction vibration levels in excess of established thresholds.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.13-7: Exposure of Vibration Sensitive Receptors to Operational Vibration. Operational vibration sources, including roadway traffic and industrial and commercial operations would be unlikely to expose sensitive receptors to levels exceeding recommended thresholds of significance.</p>	No mitigation required.	No mitigation applies.
<p>4.13-8: Cumulative Effects of Construction Noise. Adoption and implementation of <i>Burbank2035</i>, in addition to anticipated growth in the region, would result in additional construction activity throughout the city and in adjacent jurisdictions, thereby increasing overall ambient noise levels.</p>	No mitigation required.	No mitigation applies.
<p>4.13-9: Cumulative Effects of Roadway Noise. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the region would result in additional vehicle trips throughout the city and in adjacent jurisdictions, thereby increasing overall ambient noise levels.</p>	No mitigation required.	No mitigation applies.
<p>4.13-10: Cumulative Effects of Stationary Source Noise. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the region would result in additional stationary source noise throughout the City and in adjacent jurisdictions, thereby potentially increasing overall ambient noise levels.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.13-11: Cumulative Effects of Rail Noise on Nearby Receptors. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated growth in the region could result in the construction of additional residences near existing rail operations, thereby resulting in the potential exposure of those residences to elevated noise levels due to rail operations.</p>	No mitigation required.	No mitigation applies.
<p>4.13-12: Cumulative Effects of Airport Noise on Nearby Receptors. Operational vibration sources, including roadway traffic and industrial and commercial operations would be unlikely to expose sensitive receptors to levels exceeding recommended thresholds of significance.</p>	No mitigation required.	No mitigation applies.
<p>4.13-13: Cumulative Effects of Construction Vibration. Construction of future land uses consistent with <i>Burbank2035</i>, in conjunction with other activities within the city, would expose nearby sensitive receptors to excessive vibration levels.</p>	No mitigation required.	No mitigation applies.
<p>4.13-14: Cumulative Effects of Operational Vibration. Operation of uses associated with implementation of <i>Burbank2035</i> in conjunction with other development could expose nearby sensitive receptors to excessive vibration levels.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
4.14 Population, Employment and Housing		
4.14-1: Induce Substantial Population Growth. Adoption and implementation of <i>Burbank2035</i> would increase population in the planning area compared to 2010 conditions, and would also increase employment in the planning area, thereby indirectly causing population increases.	No mitigation required.	No mitigation applies.
4.14-2: Displace People or Housing. Adoption and implementation of <i>Burbank2035</i> would result in construction of new multifamily residential, commercial, and industrial uses, as well as infrastructure, public service, and recreation improvements.	No mitigation required.	No mitigation applies.
4.14-3: Cumulative Inducement of Population Growth. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated land use changes throughout the Arroyo Verdugo Cities subregion would increase population both directly and indirectly (through increased employment).	No mitigation required.	No mitigation applies.
4.14-4: Cumulative Effects Displacing People or Housing. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated changes throughout the Arroyo Verdugo Cities subregion could directly or indirectly displace people or housing.	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
4.15 Public Services and Utilities		
<p>4.15-1 Demand for Additional Police Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase demand for police protection services, resulting in the need for additional and/or expanded police protection facilities.</p>	No mitigation required.	No mitigation applies.
<p>4.15-2: Demand for Additional Fire Protection Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase demand for fire protection services, and potentially result in the need for additional and/or expanded fire protection facilities.</p>	No mitigation required.	No mitigation applies.
<p>4.15-3: Demand for Additional School Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, resulting in the need for additional and/or expanded school facilities. However, existing laws and regulations would require funding for the provision or expansion of new school facilities to offset impacts from new residential or commercial development.</p>	No mitigation required.	No mitigation applies.
<p>4.15-4: Demand for Additional Park Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase demand for parks and recreation services, resulting in the need for additional and/or expanded parks and recreation facilities.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-5: Demand for Additional Library Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase demand for library services.</p>	No mitigation required.	No mitigation applies.
<p>4.15-6: Demand for Wastewater Treatment. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase the amount of wastewater treated by the Burbank Water Reclamation Plant.</p>	No mitigation required.	No mitigation applies.
<p>4.15-7: Demand for New or Expanded Water or Wastewater Treatment Facilities. Implementation of <i>Burbank2035</i> would result in the need for additional wastewater treatment. However, the anticipated increase in wastewater generated would not exceed the capacity of the BWRP and result in the need for the construction or expansion of water or wastewater treatment facilities that would result in significant environmental effects.</p>	No mitigation required.	No mitigation applies.
<p>4.15-8: Demand for Stormwater Drainage Facilities. Implementation of <i>Burbank2035</i> would result in redevelopment in the planning area, but would generally not increase the amount of impervious surface.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-9: Demand for Water Supplies. Implementation of <i>Burbank2035</i> would result in the need for additional water supply. The increased population growth projected from implementation of <i>Burbank2035</i> would be less than that anticipated by the UWMPs of water suppliers, and no new entitlements would be needed. However, uncertainty exists surrounding future water supply to the planning area and southern California as a whole.</p>	No mitigation required.	No mitigation applies.
<p>4.15-10: Capacity to Serve Wastewater Treatment. Implementation of <i>Burbank2035</i> would result in the need for additional wastewater treatment. However, the anticipated increase in wastewater generated would not exceed the capacity of the BWRP or result in the need for the construction or expansion of water or wastewater treatment facilities.</p>	No mitigation required.	No mitigation applies.
<p>4.15-11: Demand for Solid Waste Disposal. Implementation of <i>Burbank2035</i> would result in additional solid waste disposal needs.</p> <p>Adequate capacity exists in the landfills receiving waste generated in Burbank to accommodate these additional needs.</p>	No mitigation required.	No mitigation applies.
<p>4.15-12: Compliance with Solid Waste Disposal Regulations. Implementation of <i>Burbank2035</i> would result in additional solid waste disposal needs. The City would continue current programs and policies that result in a per capita disposal rate below target amounts.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-13: Cumulative Effects on Police Protection and Facilities. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would increase the population in the coverage area of the mutual aid agreement BPD participates in, thereby potentially requiring an increase in or expansion of facilities for police protection to accommodate staffing needs.</p>	No mitigation required.	No mitigation applies.
<p>4.15-14: Cumulative Effects on Fire Protection and Facilities. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would increase the population in the coverage area of the Verdugo Fire Communications Center of which BFD is a partner, thereby potentially requiring an increase in or expansion of facilities for fire protection to accommodate staffing needs.</p>	No mitigation required.	No mitigation applies.
<p>4.15-15: Cumulative Effects on School Facilities. Adoption and implementation of <i>Burbank2035</i> would increase the population in the coverage area of the BUSD, thereby potentially requiring an increase in or expansion of school facilities. However, existing laws and regulations would require funding for the provision or expansion of new school facilities to offset impacts from new residential or commercial development.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-16: Cumulative Effects on Park Facilities. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would increase the population in the San Fernando Valley, thereby requiring an increase in or expansion of parkland and recreation facilities to meet park standards.</p>	No mitigation required.	No mitigation applies.
<p>4.15-17: Cumulative Effects on Library Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population in the planning area, which would increase demand for library services.</p>	No mitigation required.	No mitigation applies.
<p>4.15-18: Cumulative Effects on Wastewater Treatment. Implementation of <i>Burbank2035</i> and anticipated regional growth would result in an increase in population in the jurisdiction of the Los Angeles RWCQB, which would increase the amount of wastewater that would be subject to compliance with the Los Angeles RWCQB.</p>	No mitigation required.	No mitigation applies.
<p>4.15-19: Cumulative Effects on Water or Wastewater Treatment Facilities. Implementation of <i>Burbank2035</i> would result in an increase in population and increased demand for cumulative water and wastewater service in the planning area. However, the anticipated increase in wastewater generated would not exceed the capacity of the BWRP and result in the need for the construction or expansion of water or wastewater treatment facilities that would result in significant environmental effects.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-20: Cumulative Effects on Stormwater Drainage Facilities. Implementation of <i>Burbank2035</i> and regional growth would result in new development and redevelopment throughout the Los Angeles County Drainage Area that could increase the amount of impervious surface in the area resulting in increased stormwater flows.</p>	No mitigation required.	No mitigation applies.
<p>4.15-21: Cumulative Effects on Water Supplies. Implementation of <i>Burbank2035</i> would result in the need for additional water supply. The increased population growth projected from implementation of <i>Burbank2035</i> would be less than that anticipated by the Urban Water Management Plans of water suppliers, and no new entitlements would be needed.</p>	No mitigation required.	No mitigation applies.
<p>4.15-22: Cumulative Effects on Wastewater Treatment. Implementation of <i>Burbank2035</i> would result in an increase in population in the area included by the BWP in its UWMP, which would increase the use of water and wastewater. However, the anticipated increase in wastewater generated would not exceed the capacity of the BWRP and result in the need for the construction or expansion of water or wastewater treatment facilities.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.15-23: Cumulative Effects on Solid Waste Disposal. Implementation of <i>Burbank2035</i> and regional growth would result in the need for additional solid waste disposal needs.</p> <p>However, adequate capacity exists in the various landfills that receive waste generated in Burbank to accommodate these additional needs.</p>	No mitigation required.	No mitigation applies.
<p>4.15-24: Cumulative Effects on Compliance with Solid Waste Regulations. Implementation of <i>Burbank2035</i> would result in additional development and population growth, which would generate additional waste disposal needs. However, the City would continue current programs and policies that result in a per capita disposal rate below target amounts.</p>	No mitigation required.	No mitigation applies.
Transportation, Traffic, and Safety (TRA)		
<p>4.16-1: LOS D Performance Standard. Adoption and implementation of <i>Burbank2035</i> would increase traffic volumes within the city, resulting in 16 out of 35 signalized intersections operating below the LOS D standard.</p>	<p>Mitigation Measure 4.16-1a: The City of Burbank shall complete implementation of the Citywide Signal Control System (CSCS) and apply signal optimization at all the 35 key intersections identified in the Transportation Analysis Report.</p> <p>Mitigation Measure 4.16-1b: The City of Burbank shall implement the following intersection improvements:</p> <p>Hollywood Way and Thornton Avenue (Intersection #2). Provide one exclusive left-turn lane, two through lanes, and one shared through/right-turn lane on northbound and southbound approaches. The existing right-of-way on Hollywood Way is 100 feet; no additional right-of-way is needed and improvements comply with the goals and policies of Burbank2035.</p> <p>Hollywood Way and Verdugo Avenue (Intersection #6). Provide a second exclusive left-turn lane, two through lanes, and a new exclusive right-turn lane in the southbound approach. Modify signal phasing on the southbound approach from permitted to protected. The existing right-of-way on Hollywood Way is 100 feet; no additional right-of-way is needed and improvements comply with the goals and policies of Burbank2035.</p>	<p>No mitigation applies. This mitigation measure would not apply to the proposed Project as none of the identified intersections are located in the Project area.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
	<p>Pass Avenue and Olive Avenue (Intersection #9). Widen the eastbound approach to provide two exclusive left-turn lanes and three through lanes. The existing right-of-way on Olive Avenue is 100 feet; no additional right-of-way is needed. This improvement has been previously identified as a mitigation measure in the Warner Brothers Studio Master Plan and improvements comply with the goals and policies of Burbank2035.</p> <p>Buena Vista Street and San Fernando Boulevard (Intersection #16). Restripe the eastbound approach to provide two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane. The existing right-of-way on San Fernando Boulevard is 70 feet; no additional right-of-way is needed and improvements comply with the goals and policies of Burbank2035. This mitigation should be completed concurrently with the railroad grade separation at Buena Vista Street.</p> <p>Buena Vista Street and Olive Avenue (Intersection #22). Reconfigure the eastbound approaches to provide two exclusive left-turn lanes, one through lane, and one shared through/right-turn lane. Restripe the westbound approach to provide two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane. Modify signal phasing on the eastbound and westbound approaches from protected/permitted to protected.</p> <p>Restrict parking along the westbound approach for 100 feet. The existing right-of-way on Olive Avenue is 100 feet; no additional right-of-way is needed and improvements comply with the goals and policies of Burbank2035.</p> <p>Victory Boulevard and Olive Avenue (Intersection #27). Restripe the southbound, westbound and eastbound approaches to provide two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lanes. Modify signal phasing on the southbound, eastbound and westbound approaches from protected/permitted to protected. The existing right-of-way approach is 100 feet; no additional right-of-way is needed and improvements comply with the goals and policies of Burbank2035.</p>	
<p>4.16-2: Conflict with Los Angeles County Congestion Management Program. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated intersection improvements and regional growth in Los Angeles County would maintain the base year (2010) LOS standards for I-5 at Burbank Boulevard and comply with CMP.</p>	<p>No mitigation required.</p>	<p>No mitigation applies.</p>

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.16-3: Air Traffic Patterns. Adoption and implementation of <i>Burbank2035</i> would not modify the planning or operations of the Bob Hope Airport or introduce land use patterns that may cause substantial safety risks to or from air operations.</p>	No mitigation required.	No mitigation applies.
<p>4.16-4: Design Hazards. Adoption and implementation of <i>Burbank2035</i> would not increase hazards due to design or incompatible uses.</p>	No mitigation required.	No mitigation applies.
<p>4.16-5: Result in Inadequate Emergency Access. Adoption and implementation of <i>Burbank2035</i> policies would reduce emergency access program-level impacts.</p>	No mitigation required.	No mitigation applies.
<p>4.16-6: Public Transit, Bicycle, and Pedestrian Facilities. Adoption and implementation of <i>Burbank2035</i> supports the maintenance and expansion of transit, bicycle and pedestrian facilities consistent with adopted local and regional plans.</p>	No mitigation required.	No mitigation applies.
<p>4.16-7: Cumulative LOS D Performance Standard. Adoption and implementation of <i>Burbank2035</i> would increase traffic volumes within the city, resulting in 16 out of 35 signalized intersections operating below the LOS D standard under cumulative conditions.</p>	No mitigation required.	No mitigation applies.

Impact	Burbank General Plan EIR Mitigation Measures (Implemented by Lead Agency)	Applicability to the Project
<p>4.16-8: Conflict with Los Angeles County Congestion Management Program. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated intersection improvements and regional growth in Los Angeles County would maintain the base year (2010) LOS standards for I-5 at Burbank Boulevard and comply with CMP.</p>	No mitigation required.	No mitigation applies.
<p>4.16-9: Cumulative Air Traffic Patterns. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated cumulative growth in the Bob Hope Airport influence area would not modify the planning or operations of the Bob Hope Airport or introduce land use patterns that may cause substantial safety risks to or from air operations.</p>	No mitigation required.	No mitigation applies.
<p>4.16-10: Design Hazards. Adoption and implementation of <i>Burbank2035</i> in addition to anticipated regional growth would not increase hazards due to design or incompatible uses.</p>	No mitigation required.	No mitigation applies.
<p>4.16-11: Result in Inadequate Emergency Access. Adoption and implementation of <i>Burbank2035</i> policies in addition to anticipated regional growth would not result in inadequate emergency access.</p>	No mitigation required.	No mitigation applies.
<p>4.16-12: Public Transit, Bicycle, and Pedestrian Facilities. Adoption and implementation of <i>Burbank2035</i> supports the maintenance and expansion of transit, bicycle and pedestrian facilities consistent with adopted local and regional plans.</p>	No mitigation required.	No mitigation applies.

CHAPTER 5

Initial Study and Environmental Analysis

5.1 Background

1. Project Title:

2311 N. Hollywood Way Project

2. Lead Agency Name and Address:

City of Burbank
150 North Third Street
Burbank, CA 91502

3. Contact Person and Phone Number:

City of Burbank, Community Development Department
Maciel Medina, Associate Planner
(818) 238-5250

4. Project Location:

2311 N. Hollywood Way
Burbank, CA 91505

5. Project Sponsor's Name and Address:

LaTerra Development, LLC
1880 Century Park East, Suite 1017
Los Angeles, CA 90067

6. General Plan Designation:

Regional Commercial

7. Zoning:

Commercial General Business Zone (C-3)

8. Description of Project:

Refer to Chapter 2, *Project Description*.

9. Surrounding Land Uses and Setting:

Surrounding land uses include a mixture of airport, commercial office, medical, educational, open space, and residential uses. Specifically, land uses surrounding the Project Site include:

North: Existing rail line, and Empire Avenue, which run parallel to each other, uses include rental car uses, several fast-food restaurant uses, and associated parking areas. The Hollywood-Burbank Airport is located northeast of the Project Site north of Vanowen Street.

East: Uses include a bank, public storage, medical uses, and other low-rise commercial uses.

South: Uses include low-rise light industrial uses, commercial uses, and an Army National Guard office.

West: Uses include commercial uses.

10. Other public agencies whose approval is required:

Airport Land Use Commission

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In compliance with Assembly Bill (AB) 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the Project. The letters were distributed by email and certified mail on April 8, 2021. The tribes had 30 days to respond to the City's request for consultation. Refer to Section 5.4, *Environmental Analysis*, under Subsection XVIII, *Tribal Cultural Resources*, for additional information.

5.2 Environmental Factors Potentially Affected

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

5.3 Evaluation of Environmental Impacts

The Project is analyzed in this Initial Study, in accordance with the California Environmental Quality Act (CEQA), to determine if approval of the Project would have a significant impact on the environment. This Initial Study has been prepared pursuant to the requirements of CEQA, under Public Resources Code Sections 21000–21177, of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387) and under the guidance of the City of Burbank. The City of Burbank is the Lead Agency under CEQA and is responsible for preparing the Initial Study for the Project.

The impact columns heading definitions in the table below are as follows:

Potentially Significant Impact is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

Less-than-Significant Impact with Mitigation Incorporated applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-than-Significant Impact.” The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less-than-significant level.

Less-than-Significant Impact applies where the project creates no significant impacts, only less-than-significant impacts. An impact may be considered “less than significant” if “project design features” would be implemented by the project or if compliance with applicable regulatory requirements or standard conditions of approval would ensure impacts are less than significant.

No Impact applies where a project does not create an impact in that category. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project would not displace existing residences). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to toxic pollutants, based on a project-specific screening analysis).

5.4 Environmental Analysis

I. Aesthetics

Senate Bill (SB) 743 [Public Resources Code (PRC) Section 21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “employment center project” as “a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

As described in Chapter 2, *Project Description*, and Chapter 3, *SCEA Criteria and TPP Consistency Analysis*, the Project is a mixed-use development containing residential and commercial uses on an existing site within a TPA and, therefore, SB 743 applies to the Project. Therefore, the Project’s potential aesthetic effects shall not be considered significant environmental impacts. As such, the analysis presented in this aesthetics section is for informational purposes only.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features. Burbank's General Plan (Burbank2035) identifies potential public view corridors along streets oriented toward the Verdugo Mountains (to the northeast of the City) and the eastern Santa Monica Mountains (to the south of the City). In addition, downslope views from hillside development in the Verdugo Mountains towards the City and the Santa Monica Mountains beyond are also considered to be valued scenic resources.

The Project Site is located approximately 1.95 miles south of the Verdugo Mountains and 4.35 miles north of the Santa Monica Mountains. Under existing conditions, motorists and pedestrians travelling along Vanowen Street and N. Hollywood Way experience distant, partially obstructed views of the Verdugo Mountains to the north. In addition, motorists and pedestrians travelling along Valhalla Drive and N. Hollywood Way experience distant, largely obstructed views of the Santa Monica Mountains to the south. Under the Project, the views from Vanowen Way would not be altered, as the Project would be situated to the south of the roadway; therefore, the Project would not alter views of the Verdugo Mountains to the north experienced by motorists and pedestrians. Views from N. Hollywood Way would also not be altered as views of the Verdugo Mountains to the north and views of the Santa Monica Mountains to the south would not be obstructed by the Project's location west of N. Hollywood Way. Views from Valhalla Drive are largely obstructed under existing conditions, and thus, implementation of the Project would not reduce the visibility of scenic vistas experienced by motorists and pedestrians. Therefore, the Project would result in less-than-significant impacts on scenic vistas, and no mitigation measures are required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation, there are no officially-designated State scenic highways within the Project vicinity.¹ The closest eligible state scenic highway to the Project Site is the Interstate 210 (I-210) freeway located approximately 4 miles northeast of the Project Site. Thus, the Project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard, and no mitigation measures are required.

¹ California Department of Transportation (Caltrans), California State Scenic Highway System Map, 2021, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed June 11, 2021.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-Significant Impact. The Project Site is surrounded by urbanized uses, thus, for the purposes of this threshold, the Project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated. The Project would be consistent with the Burbank2035 land use and City zoning designations for the Project Site. Prior to construction of the Project, the Applicant is requesting a waiver for reduced open space and landscaping requirements for the Project. Once approved by the City, building design and landscaping would be incorporated into the overall Project design and would be consistent with the applicable development standards and zoning regulations. Visual simulations were prepared for the Project, which represent public view locations, to illustrate the scale and context of the Project with respect to the existing setting. View locations applicable to each of the simulations are illustrated in **Figure 5-1, View Locations Map**. As described in Chapter 2, *Project Description*, Chapter 3, *SCEA Criteria and TPP Consistency Analysis*, and above, given that the Project is a mixed-use development containing residential and commercial uses on an existing site within a TPA, SB 743 applies and, as such, the Project's potential aesthetic effects shall not be considered significant environmental impacts and the analysis presented herein is for informational purposes only.

Figure 5-2, Existing View and Visual Simulation View 1, illustrates northeast-facing views of the Project Site from Valhalla Drive. In the existing view, Valhalla Drive and street trees are in the foreground, with the Project Site's surface parking lot in the background, largely obstructed by street trees. In the simulation, Valhalla Drive would continue to be in the foreground, with the Project's five-story office parking structure and vehicular ingress/egress as the dominant view. As shown in View 1, the Project's five-story office building and five-story Residential Building 2 would extend in the background to the right of the view towards the end of the block. A plaza with support columns and a passenger drop off area would be visible mid-block. The Project would be designed in a contemporary architectural style, with mixed massing and materials such as brick, cement, metal, and wood. While the visual change of the Project Site would be evident, the visual character of the site would not be degraded, as the Project would be consistent with surrounding character.

Figure 5-3, Existing View and Visual Simulation View 2, illustrates west-facing views of the Project Site from N. Hollywood Way. In the existing view, the elevated roadway of N. Hollywood Way and associated street signage and street lighting is in the foreground. The Project Site's existing one-story commercial building is in the left background, the commercial building's surface parking lot and an off-site two-story commercial building is in the center background, and the Project Site's existing commercial building triangular signage is in the right background, along with street trees lining Vanowen Street. In the simulation, the Project's five-story Residential Building 1 would be the dominant view, with restaurant uses on the ground floor and residential units on the second to sixth floors. As previously detailed, the proposed residential building would be designed in a contemporary architectural style, with mixed massing and materials. As shown in View 2, the



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SOURCE: Mapbox; Los Angeles County, 2020.

2311 N. Hollywood Way Project

Figure 5-1
View Location Map



Existing



Proposed

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SOURCE: ESA, 2021

2311 N. Hollywood Way SCEA

Figure 5-2
Existing View and Visual Simulation
View 1





Existing



Proposed

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SOURCE: ESA, 2021

2311 N. Hollywood Way SCEA

Figure 5-3
Existing View and Visual Simulation
View 2



building's façade at the intersection of N. Hollywood Way and Vanowen Street would include a mural. While the visual change of the Project Site would be evident, the visual character of the site would not be degraded, as the Project would be consistent with surrounding character.

Figure 5-4, Existing View and Visual Simulation View 3, illustrates the southeast-facing views of the Project Site from Vanowen Street. The existing view includes Vanowen Street and associated street trees in the foreground of the view. The Project Site's existing parking lot is in the background, and is largely obstructed by street trees. Electricity poles and wires are also visible in the foreground and extend across the view towards the right background. In the simulation, Vanowen Street and existing electricity poles would continue to be in the foreground, with the Project's five-story parking structure (associated with Residential Building 1) as the dominant view, with retail use on the ground floor and residential uses over the parking structure. The view would include a stacking of buildings, with lower stories (single-level retail and three-levels of townhomes) towards the street frontage, with higher stories towards the center of the Project Site (seven-story residential/parking buildings). As shown in View 3, the Project's residential uses would extend in the background to the right and left of the view. The proposed buildings would have mixed massing and materials. As shown in View 3, a new driveway to allow vehicular ingress and egress to the parking structure would be constructed, along with a surface parking lot for the retail use. In addition, the Project would include street trees along Vanowen Street. While the visual change of the Project Site would be evident, the visual character of the site would not be degraded, as the Project would be consistent with surrounding character.

The Project would comply with the applicable development standards, and public art requirements stipulated in Title 10, Chapter 1, Article 11, General Property Development Regulations, of the BMC. In accordance with Title 10, Chapter 1, Article 13, General Height Standards, of the BMC, the Project Applicant would file a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) for the proposed development. In addition, the design of the Project is in compliance with Article 19 in that it is well integrated and would not greatly disturb the existing architectural harmony of the surrounding neighborhoods. Although implementation of the Project would alter the visual character of the Project Site and surroundings, it is not anticipated that a substantial degradation of the visual character or quality would occur. Given the general consistency in scale and character between the Project and the surrounding aesthetic environment, and the Project's consistency with Burbank2035 and zoning development standards, the potential for the Project to substantially degrade the existing visual character and quality of the Project Site and its surroundings is considered to be less than significant, and no mitigation is required.

Shade and Shadows

In compliance with Mitigation Measure 4.1-3 of the Burbank2035 General Plan EIR, a shadow analysis was prepared to ensure that new development over 70 feet in height would not shade shadow-sensitive uses for more than three hours between the specified portions of the day and season. Development projects would cast shadows onto adjacent properties, particularly in the wintertime when shadows extend the farthest from a tall structure and are the most extreme. For a project to generate a significant shadow impact, it must increase shadows cast upon shadow-sensitive uses. Shadow-sensitive uses are defined as facilities and operations sensitive to the effects



Existing



Proposed

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SOURCE: ESA, 2021

2311 N. Hollywood Way SCEA

Figure 5-4
Existing View and Visual Simulation
View 3



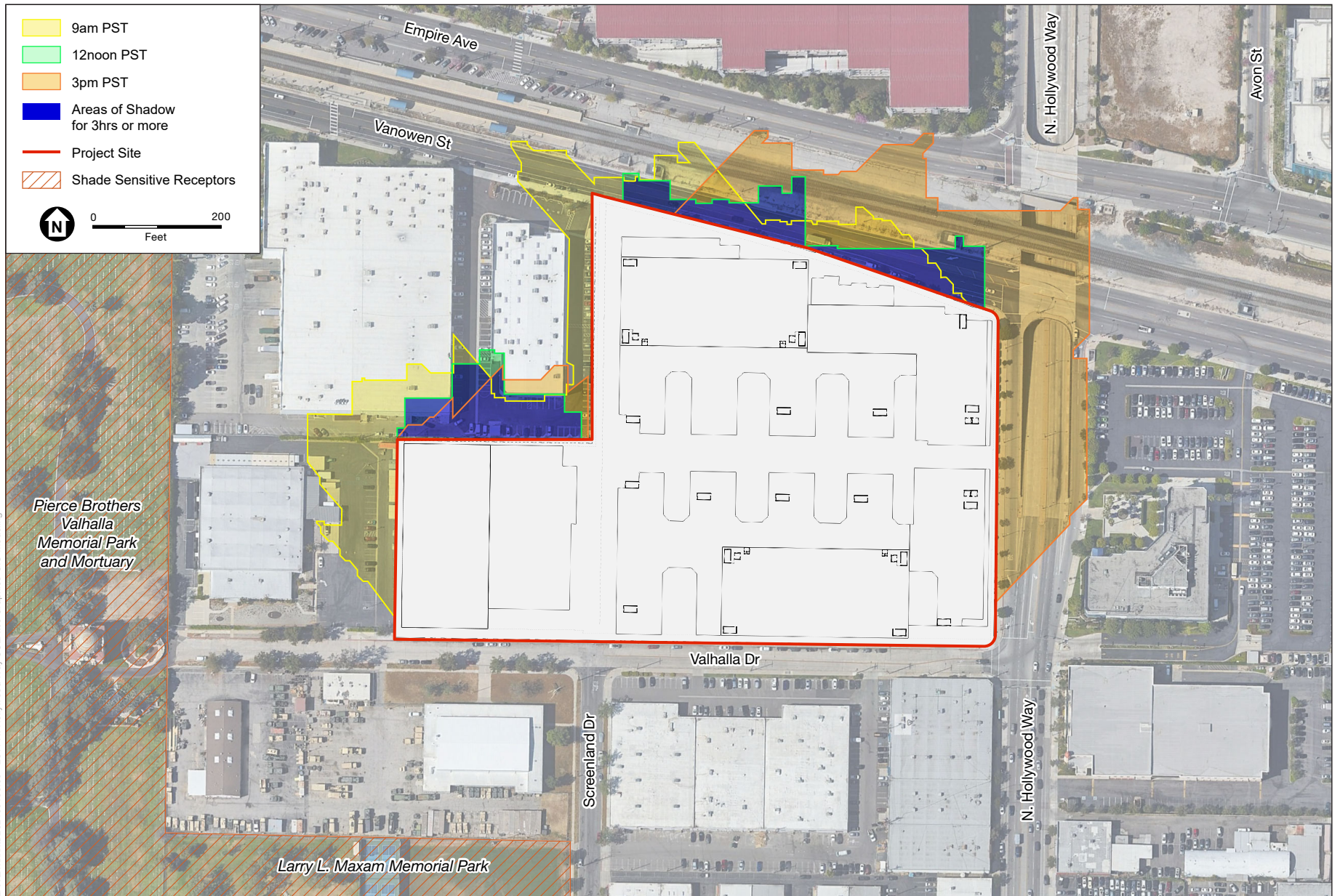
of shading include solar collectors; nurseries; primarily outdoor-oriented commercial uses (e.g., certain restaurants); or routinely useable outdoor spaces associated with recreational, institutional (e.g., schools), or residential land uses. These uses are considered sensitive because sunlight is important to their function, physical comfort, and/or commerce. Shadow impacts are considered significant if shadow-sensitive uses would be shaded by proposed structures for more than three hours between late October and early April (including the Winter Solstice, which typically occurs on December 21, and the Spring Equinox, which typically occurs on March 20), or for more than four hours between early April and late October (including the Summer Solstice expected to occur on June 21, and the Fall Equinox expected to occur on September 23).

The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 12 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four buildings. Office uses would be provided with a 5-story building² reaching a maximum of 70 feet and 11 inches in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy pursuant to Section 10-1-2107.B.6 of the BMC).³ Restaurant and residential uses would be provided within two 7-story buildings reaching a maximum of 75 feet and 6 inches for the first residential building and 77 feet and 11 inches for the second residential building (as measured from average grade plane to the ceiling of the highest room permitted for human occupancy per BMC). Approximately 1,500 square feet of restaurant uses would be provided in a free standing 1-story building reaching a maximum of 15 feet in height (as measured from the average grade plane to the ceiling of the highest room permitted for human occupancy per BMC) and would be located on the Vanowen Street frontage of the Project Site. Due to the development of new structures, the Project would modify shading patterns surrounding the Project Site and has the potential to create shading impacts. To assess these impacts, a shading study was completed for the Project, and results are illustrated in Figures 5-5 through 5-8, below. Areas of shadow are based upon the duration each colored area remains shaded by the Project. The sensitive receptors that surround the Project Site include Larry L. Maxam Memorial Park located approximately 0.06 miles (315 feet) south of the Project Site and Pierce Brothers Valhalla Memorial Park and Mortuary located approximately 380 feet (0.1 miles) to the west of the Project Site.

Figure 5-5, *Winter Solstice (December 21) Project Off-Site Shadows*, depicts off-site shadow impacts for sensitive receptors traveling gradually from west to east during the winter solstice between the hours of 9 a.m. and 3 p.m. As shown in Figure 5-5, the Project would not cast shadows on any sensitive receptors for more than three hours during the Winter Solstice. The shadow created by the Project Site during the winter solstice would primarily shade N. Hollywood Way, Vanowen Street, and commercial uses to the west of the Project Site, which are not considered sensitive receptors.

² Under an alternative configuration, the office component would comprise four 4-story buildings with a height of approximately 60 feet and a total floor area of 84,900 square feet. This SCEA analyzes the 5-story, 151,800 square-foot configuration only as it would have relatively greater environmental impacts as compared to the smaller configuration. Therefore, all the analysis and conclusions herein would apply to both configurations.

³ This height is measured from the ceiling of the highest floor to the average grade pursuant to Section 10-1-2107.B.6 of the Burbank Municipal Code (BMC).



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SOURCE: ESA, 2021; Basemap Google Earth, 2021

2311 N. Hollywood Way Project

Figure 5-5
 Winter Solstice (December 21)
 Project Off-Site Shadows



Figure 5-6, *Spring Equinox (March 21) Project Off-Site Shadows*, depicts off-site shadow impacts for sensitive receptors traveling gradually from west to east during the spring equinox between the hours of 9 a.m. and 5 p.m. As shown in Figure 5-6, the Project would not cast shadows on any sensitive receptors for more than 4 hours during the spring equinox. The shadow created by the Project Site during the spring equinox would primarily shade N. Hollywood Way, Vanowen Street, and commercial uses to the west of the Project Site, which are not considered sensitive receptors.

Figure 5-7, *Summer Solstice (June 21) Project Off-Site Shadows*, depicts off-site shadow impacts for sensitive receptors traveling gradually from west to east during the summer solstice between the hours of 9 a.m. and 5 p.m. As shown in Figure 5-7, the Project would not cast shadows on any sensitive receptors for more than four hours during the Summer Solstice. The shadow cast by the Project Site during the Summer Solstice would primarily shade N. Hollywood Way and commercial uses to the west of the Project Site, which is not considered a sensitive receptor.

Figure 5-8, *Fall Equinox (September 21) Project Off-Site Shadows*, depicts off-site shadow impacts for sensitive receptors traveling gradually from west to east during the fall equinox between the hours of 9 a.m. and 5 p.m. As shown in Figure 5-8, the Project would not cast shadows on any sensitive receptors for more than four hours during the Fall Equinox. The shadow cast by the Project Site during the fall equinox would primarily shade N. Hollywood Way, Vanowen Street, and commercial uses to the west of the Project Site, which are not considered sensitive receptors.

As shown in Figures 5-5 through 5-8, the Project would create new shadows in the Project area; however, shadows cast by this project would not significantly increase the shaded area or shade duration of sensitive uses as there are no shadow-sensitive uses in the impacted areas. Thus, the Project would have a less-than-significant impact on shadow-sensitive resources surrounding the Project Site, and no mitigation is required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

Construction

Project construction may involve temporary glare impacts as a result of construction equipment and materials. However, based on the Project's limited scope of activities during construction, these sources of glare would not be substantial, compared to the existing building materials present in the surrounding area. The Project would comply with BMC Section 9-1-1-105.8, Construction



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SOURCE: ESA, 2021; Basemap Google Earth, 2021

2311 N. Hollywood Way Project

Figure 5-6
Spring Equinox (March 21)
Project Off-Site Shadows



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SOURCE: ESA, 2021; Basemap Google Earth, 2021

2311 N. Hollywood Way Project

Figure 5-7
Summer Solstice (June 21)
Project Off-Site Shadows



SOURCE: ESA, 2021; Basemap Google Earth, 2021

2311 N. Hollywood Way Project

Figure 5-8
 Fall Equinox (September 21)
 Project Off-Site Shadows



Hours, for allowable construction hours, which are limited to between 7 a.m. to 7 p.m. on Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. No construction is allowed on Sunday or City holidays. Thus, as no construction activities would be permitted after 7 p.m. on weekdays, after 5 p.m. on Saturdays, or on Sundays or City holidays, short-term construction-related impacts pertaining to nighttime lighting are not anticipated. Therefore, Project construction would have a less-than-significant impact on lighting and glare, and no mitigation measures would be required.

Operations

The Project would increase lighting at the Project Site compared to existing conditions. The Project Site is in an urbanized area and is surrounding by existing commercial and residential uses. However, proposed lighting for the Project would be similar that of the existing surrounding community. Further, the Project would be required to comply with the exterior lighting requirements included in BMC Section 10-1-628(W) (1) and (2), which encourage low-level architectural lighting of building and landscaped areas. The Project’s exterior building materials are anticipated to include board and batten siding on elevated colonnade, brick, cement, metal, and wood, among others. If not properly treated, these materials could result in increased daytime glare. However, the Project would be subject to site plan and design review as required by the City’s development review process. This regulatory procedure would review the Project’s building materials to ensure neighboring uses are not exposed to substantial daytime glare. Operational impacts would be less than significant, and no mitigation measures would be required.

II. Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project Site is currently developed with a Fry’s Electronics Store and associated surface parking. No agricultural uses or related operations are present on the Project Site or in the surrounding urbanized area. Furthermore, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.⁴ Since the Project would not convert farmland to non-agricultural uses, there would be no impacts, and no mitigation measures would be required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As discussed in Chapter 2, *Project Description*, the Project Site is located within the Commercial General Business Zone (C-3) and has a General Plan Land Use Designation of Regional Commercial. No agricultural zoning designations are present in the Project vicinity, and no nearby lands are enrolled under the Williamson Act.⁵ As such, the Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and there would be no impact. No mitigation measures would be required.

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

No Impact. As discussed in response to Checklist Question II.b, the Project Site’s zoning designation is Commercial General Business (C-3), which is a commercial zone. The Project Site is currently developed with a Fry’s Electronics Store and associated surface parking uses and does not contain any forest land or timberland. Furthermore, the Project Site is located in an urbanized

⁴ California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed May 11, 2021.

⁵ California Department of Conservation, State of California Williamson Act Contract Lands, <https://www.conservation.ca.gov/dlrp/lca>, accessed May 11, 2021.

area and the surrounding land uses include airport, commercial, medical, educational, open space, and residential uses. There are no forest land, timberland, or land zoned for timberland production in the surrounding area. As such, the Project would not conflict with existing zoning for forest land or timberland, and there would be no impacts. No mitigation measures would be required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously discussed, the Project Site is currently developed with a Fry's Electronics Store and associated surface parking, and is located in an urbanized area. No forest land exists on the Project Site or in the Project vicinity. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. There would be no impacts and no mitigation measures would be required.

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

No Impact. As previously discussed, there are no agricultural uses or forest land on or near the Project Site. Therefore, the Project would not involve the conversion of farmland or forest land to other uses, either directly or indirectly. No impacts to agricultural or forest land or uses would occur, and no mitigation measures would be required.

III. Air Quality

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The Project Site is located within the 6,745-square-mile South Coast Air Basin (Air Basin). Air quality planning for the Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. The Air Basin is subject to the SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions from stationary sources and on-road and off-road mobile sources, and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). As part of its air quality planning, SCAG has prepared the Regional Comprehensive Plan (RCP) and Guide and the Regional Transportation Program/Sustainable Communities Strategy (RTP/SCS), which provide the basis for the land use and transportation components of the AQMP and are used in the preparation of the air quality forecasts and the consistency analysis included in the AQMP. Both the AQMP and the RTP/SCS are based, in part, on projections originating with county and city general plans. The Project would be subject to the SCAQMD's AQMP.

2016 Air Quality Management Plan

The 2016 AQMP was adopted by the SCAQMD and approved by the California Air Resources Board (CARB) as a regional plan to develop and implement emissions reduction strategies to lead the Air Basin into compliance with criteria pollutant standards and other federal requirements. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the Federal, State, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from air quality co-benefits for greenhouse gas (GHG) reduction plans, energy, transportation and other planning efforts. The strategies included in the 2016 AQMP are intended to demonstrate attainment of the National Ambient Air Quality Standards (NAAQS) for the federal ozone (O₃) and fine particulate matter (2.5 microns or smaller in diameter, PM_{2.5}) standards.⁶

In accordance with the SCAQMD CEQA Air Quality Handbook, the following criteria are required to be addressed to determine the Project's consistency with the current AQMP:

Criterion 1: Will the Project result in any of the following:

- An increase in the frequency or severity of existing air quality violations;
- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

⁶ The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this was due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating. For reference see South Coast Air Quality Management District, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012. The Project does not include sources of lead emissions.

Criterion 2: Will the Project exceed the economic and demographic assumptions utilized in preparing the AQMP.

The Project's potential impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's 2016 AQMP.

Criterion No. 1

Consistent with the first criterion, the Project would not conflict with the ability of Federal, State, and local agencies to implement fair-share emissions strategies or achieve compliance with criteria pollutant standards or other federal requirements. Specifically, the Project's volatile organic compound (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), respirable particulate matter (10 microns or smaller in diameter, PM₁₀), and fine particulate matter (2.5 microns or smaller in diameter, PM_{2.5}) emissions resulting from construction and operation were analyzed to ascertain any potential effects on localized concentrations and determine the potential for such emissions to cause or contribute to a violation of the ambient air quality standards. As discussed under response to Checklist Question III.b and response to Checklist Question III.c, the Project's construction and operational emissions would not exceed the SCAQMD's regional mass emissions thresholds for VOC, NO_x, CO, SO₂, PM₁₀ or PM_{2.5} or the localized significance thresholds (LSTs) for NO_x, CO, PM₁₀ or PM_{2.5}, or generate roadway traffic congestion at an intersection that would result in a CO hotspot in excess of the ambient air quality standards as a result of Project motor vehicle operations. The Project's emissions would therefore not increase concentrations of criteria pollutants or their precursors in a manner that would conflict with or obstruct SCAQMD's efforts to achieve attainment of ambient air quality standards for any criteria pollutant for which it is currently not in attainment, or jeopardize the current attainment status of the Air Basin for other criteria pollutants. Therefore, in response to Criterion 1, the Project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new air quality violations, or delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Criterion No. 2

Regarding the second criterion for determining consistency with AQMP growth assumptions, the 2016 AQMP emissions forecasts are based upon economic and demographic growth projections provided in the SCAG 2016–2040 RTP/SCS.⁷ As discussed below, the Project would incorporate appropriate emission control strategies set forth in the 2016 AQMP aimed at achieving its emission reduction goals and would be consistent with the demographic and economic assumptions upon which the plan is based. The sections that follow provide additional discussion regarding the consistency of the Project with the AQMP as well as the growth projections provided in the 2016–2040 RTP/SCS.

⁷ While the SCAG Regional Council adopted the 2020–2045 RTP/SCS on September 3, 2020, the 2016–2040 RTP/SCS remains the applicable plan for evaluating the Project's potential to conflict with or obstruction implementation of the 2016 AQMP.

Air Quality Management Plan Consistency

The Project would not conflict with or obstruct implementation of the 2016 AQMP as the Project's emissions sources would comply with applicable rules and regulations considered in the AQMP. Specifically, the Project would utilize contractors that would comply with applicable required fleet rules and control strategies to reduce on-road truck emissions (i.e., 13 California Code of Resources [CCR], Section 2025 [CARB Truck and Bus regulation]), and other applicable SCAQMD rules specified and incorporated in the 2016 AQMP such as fugitive dust control (Rule 403). Projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. As discussed in detail below, the Project's compliance with the applicable required fleet rules and control strategies and requirements would render it consistent with, and meet or exceed, the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Thus, the Project's criteria pollutant emissions would not cause the Air Basin's attainment status with respect to criteria air pollutant concentrations to worsen so as to impede the SCAQMD's efforts to achieve attainment with respect to any criteria pollutant for which it is currently not in attainment of the NAAQS (i.e., O₃ and PM_{2.5}) and the California Ambient Air Quality Standards (CAAQS) (i.e., O₃, PM₁₀, and PM_{2.5}), or to cause the Air Basin to deteriorate from its current attainment status with respect to any other criteria air pollutant.

In addition, as discussed in further detail below, the Project would not conflict with the demographic and economic assumptions upon which the 2016 AQMP is based.

Construction

Control Strategies

Project construction would use contractors in compliance with applicable CARB and SCAQMD rules and regulations that would reduce short-term construction emissions from on-road and off-road diesel equipment, fugitive dust, and VOC emissions from architectural coatings. Compliance with these regulatory measures and requirements would be consistent with and meet the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities.

Control strategies in the AQMP, applicable to short-term emissions from construction activities, include 2016 AQMP strategies MOB-08 and MOB-10,⁸ which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards. In accordance with such strategies, the Project is also required to utilize construction contractors in compliance with State on-road and off-road rules, including CARB's Air Toxics Control Measure (ATCM) that limits heavy-duty diesel motor vehicle idling to no more than 5 minutes at any location (Title 13 CCR, Section 2485), the Truck and Bus regulation that reduces NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California (13 CCR, Section 2025), and the In-

⁸ AQMP strategy MOB-08 applies to on-road mobile sources and is related to accelerating the retirement of older on-road heavy-duty vehicles to reduce emissions of NO_x and particulate matter. AQMP strategy MOB-10 applies to off-road heavy-duty equipment sources and is related to the extension of the Surplus Off-Road Opt-In for NO_x (SOON) provision for construction/industrial equipment that encourages the accelerated retirement of older off-road heavy-duty equipment to reduce emissions of NO_x as well as particulate matter.

Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). Under the In-Use Off-Road Diesel Vehicle Regulation, construction equipment fleet operators are required to replace higher emitting models with lower emitting models based on a phased-in schedule with full compliance by 2023 for large and medium fleets (construction equipment fleet operators with greater than 5,000 total equipment horsepower or with 2,501 to 5,000 horsepower, respectively) and by 2028 for small fleets (construction equipment fleet operators with 2,500 or less total equipment horsepower). The Project would comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 and utilize architectural coating products that comply with Rule 1113 for controlling VOC emissions. Compliance with these requirements would not conflict with AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities.

Growth Projections

With respect to demographic and economic projections, the Project would generate short-term construction jobs; however, these jobs would not necessarily bring new construction workers or their families into the region since construction workers are typically drawn from an existing regional pool of construction workers who travel among construction sites within the region as individual projects are completed, and are not typically brought from other regions to work on urban infill developments such as the Project. Moreover, these jobs would be temporary in nature lasting the duration of construction, which is anticipated to be approximately 41 months. Thus, the Project's construction jobs would not conflict with the long-term employment or population projections upon which the 2016 AQMP is based.

Operations

Control Strategies and Policy Consistency

The 2016 AQMP was prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP.

The Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, office, medical, educational, open space, and residential uses. The Project Site currently contains existing commercial structures, a loading dock, surface parking, walkways, and ornamental landscaping. The Project would provide opportunities for a mixture of commercial and residential uses in the same building or on the same parcel of land. The existing structures located on the Project Site total approximately 105,626 square feet.

The Project Site's location and the Project's design and land uses also ensure the Project would not conflict with the AQMP. The AQMP includes Transportation Control Measures (TCMs) that are intended to reduce regional mobile source emissions. The majority of the TCMs are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD. At a Project-level, the Project would exhibit strategies that would reduce transportation-related emissions. As discussed in Section I, *Aesthetics*, and Section XVII, *Transportation*, the Project Site is located within a designated TPA, which is an area located within one-half mile of an existing or planned

major transit stop, including a rail transit station or bus rapid transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during AM and PM peak commute periods. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan area. The Project Site is located within approximately 0.1-mile north of a bus stop located at the intersection of N. Hollywood Way and Valhalla Drive, which serves both the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the Burbank Bus NoHo-Airport Route. The Project Site is also located within approximately 0.1 mile southwest of a bus stop located the intersection of Empire Avenue and N. Hollywood Way and serves Metro Lines 94 and 165 buses. Additionally, the Project Site is located within approximately 0.1 mile southeast of the Burbank Airport - South Metrolink Station which connects to the Metro Union Station. Therefore, the Project Site is located within a City-defined TPA as its location meets the definition of a TPA.

The Project Site's urban infill location and the Project's mixed-use design and land uses, which increase the density at a site located within a TPA, would support measures related to reducing vehicle trips for residents, patrons, and employees by increasing residential and commercial density near public transit. Furthermore, the Project would provide 13 short-term bicycle parking spaces and 38 long-term bicycle parking spaces for the residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the office uses which would encourage non-fossil fuel dependent commuting.

Based on the above, the Project would be not conflict with the ability of Federal, State, and local agencies to implement fair-share emissions strategies. The Project would also not conflict with goals to reduce vehicle miles traveled (VMT) and associated vehicles emissions given that the Project Site is located within a TPA.

The primary objectives of SCAG's RTP/SCS that are aimed at reducing air pollution consist of adding density in proximity to transit stations and encouraging mixed-use development and active transportation. The SCAG 2016 RTP/SCS seeks "improved mobility and accessibility ... to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices."⁹ The SCAG 2016 RTP/SCS also seeks to implement "strategies focused on compact infill development, superior place-making (the process of creating public spaces that are appealing), and expanded housing and transportation choices."¹⁰ The Project Site is located within a TPA, that would provide future residents with publicly accessible transportation options to reduce the need for automobile trips. Additionally, the Project would provide bicycle parking, retain existing bicycle lanes on Vanowen Street and N. Hollywood Way, and install new Class I bicycle lanes in a north-south direction across a proposed paseo in line with existing Screenland Drive to the south of the Project Site to encourage non-motorized travel and provide both market-rate and a housing options. Accordingly, the Project would not conflict with transportation-related

⁹ Southern California Association of Governments (SCAG), *2016–2040 Regional Transportation Plan/Sustainable Communities (2016–2040 RTP/SCS) Strategy Mitigation Monitoring and Reporting Program*, adopted April 2016, p. 160, http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf, accessed April 7, 2021.

¹⁰ SCAG, *2016–2040 RTP/SCS*, page 14.

growth and sustainability strategies and expanded housing choice strategies of SCAG's 2016 RTP/SCS.

SCAG's projected population increase for the City, between 2012 and 2040, is an estimated additional 15,400 residents for a total residential population of 118,700.¹¹ The Project's estimated residential population would be approximately 2,121 residents (based on a net 862 dwelling units and an average 2.46 persons per housing unit for the City).¹² Therefore, the Project would comprise approximately 13.7 percent of SCAG's total population increase for the City between 2012 and 2040. The Project's proposed 862 housing units would comprise approximately 14.6 percent of SCAG's estimated increase of 5,900 households within the City between 2012 and 2040.

While the Project would induce population growth directly through the introduction of new housing units on the Project Site that currently has no residential uses, the generation of new housing is required for the City to meet its allocation in the Regional Housing Needs Assessment (RHNA). The City's 2021-2029 RHNA (6th cycle) is anticipated to be 8,772 residential units.¹³ The residential growth provided by the Project would contribute towards the attainment of the RHNA allocation and associated goals and policies to encourage housing development in the City. The Project would make progress towards the City's goal and would provide market-rate and affordable housing units to help ameliorate the housing shortage in the City (80 of the Project's residential units would be designated as Very Low Income units that would be deed restricted as affordable housing for 55 years).

The long-term operation of the Project would result in the employment of approximately 249 new workers for the commercial uses at the Project Site. SCAG's projected employment increase for the City, between 2012 and 2040, is an estimated additional 38,200 employees for a total of 145,000.¹⁴ Therefore, the Project would comprise approximately 0.65 percent of SCAG's total employment increase for the City between 2012 and 2040. In addition, employees are expected to be drawn from the regional labor pool and, therefore, operation of the Project would result in an insignificant population growth relative to SCAG employment projections.¹⁵ Therefore, since future employment associated with operations of the Project is expected to be within the forecasted employment increase, it would not conflict with the long-term employment projections utilized in the development of the 2016 AQMP.

As discussed above, the Project's uses and activities are consistent with the applicable growth projects and control strategies used in the development of the AQMP and would not jeopardize attainment of the air quality reductions identified in the AQMP. Thus, construction and operation of the Project would have no significant impacts, and no mitigation measures would be required.

¹¹ SCAG, *2016–2040 RTP/SCS*, Appendix Demographics & Growth Forecast, April 2016, page 23.

¹² SCAG, *Pre-certified Local Housing Data for the City of Burbank*, August 2020.

¹³ SCAG, *6th Cycle Final RHNA Allocation Plan*, March 22, 2021, <https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1616462966>, accessed June 9, 2021.

¹⁴ SCAG, *2016–2040 RTP/SCS*, Demographics and Growth Forecast, April 2016.

¹⁵ SCAG, *2016–2040 RTP/SCS*, Demographics and Growth Forecast, April 2016.

City's General Plan Air Quality Element

In addition to the Project's consistency with the 2016 AQMP and RTP/SCS, the Project would be consistent with the applicable policies of the Air Quality and Greenhouse Gas Element within the Burbank2035 General Plan. The Air Quality and Climate Change Element outlines goals and policies that are aimed to reduce both air pollution and GHG emissions, and to protect the community from toxic air contaminants (TACs) and odors. The Project's consistency with the applicable air quality goals, objectives, and policies in the Air Quality and Greenhouse Gas Element of the General Plan is evaluated and provided in Table 13 in the Air Quality and Greenhouse Gas Technical Report (Appendix A). As discussed in the table, the Project construction and operations would not conflict with or be inconsistent with applicable air quality policies of the General Plan.

The Project would not conflict with or obstruct the implementation of the air quality goals, objectives, and policies of the General Plan. Implementation of the Project would result in a less-than-significant impact, and no mitigation measures would be required.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. A significant impact may occur if a project were to make a cumulatively considerable contribution of a Federal or State criteria pollutant for which the Air Basin is currently in non-attainment. The Air Basin is currently in non-attainment for O₃ (Federal and State standards), PM₁₀ (State standards only), and PM_{2.5} (Federal and State standards).¹⁶

The Project would contribute to local and regional air pollutant emissions during construction (short-term or temporary). However, based on the following analysis, construction and operation of the Project would result in less-than-significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases.

Project maximum daily regional construction and operational O₃ precursor and criteria pollutant emissions of VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} were estimated using the CalEEMod (Version 2020.4.0) software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the CARB OFFROAD model and the CARB on-road vehicle emissions factor (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Emissions from on-road vehicles were estimated using EMFAC2021 emission factors for haul and material vendor trucks, worker vehicles, and motor vehicles.

¹⁶ The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this was due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating. For reference see South Coast Air Quality Management District, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012. The proposed Project does not include sources of lead emissions.

Construction

The Project would involve demolition of existing uses (i.e., surface parking lot and the Fry’s Electronics Store). The Project would construct a mixed-use development with office, restaurant, and residential uses. Construction activities associated with the Project would generate temporary and short-term emissions of VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Construction-related emissions are expected from a number of activities as presented in **Table 5-1, *Estimated Construction Schedule***. Heavy-duty off-road equipment, such as backhoes, excavators, loaders, cranes, and paving equipment would be used during construction. During the demolition phase, approximately 7, 500 cubic yards (cy) of concrete and asphalt and 1,500 tons of demolition debris would be generated requiring approximately 825 trucks (1,650 truck trips). During the grading/excavation phase, approximately 1,223 trucks (2,446 truck trips) would be required to export approximately 22,000 cy of soil. During the concrete phase, approximately 4,000 concrete trucks would be required.

**TABLE 5-1
 ESTIMATED CONSTRUCTION SCHEDULE**

Activity	Start Date	End Date	Duration (Work Days)
Demolition	7/1/2022	8/31/2022	53
Site Preparation	9/1/2022	10/15/2022	39
Grading/Excavation	10/16/2022	11/5/2022	18
Drainage/Utilities/Trenching	12/1/2022	1/31/2023	53
Foundations/Concrete Pour	2/1/2023	8/31/2023	182
Building Construction	9/1/2023	12/31/2024	418
Paving	1/1/2025	3/31/2025	77
Architectural Coatings	2/1/2025	10/31/2025	234
Landscaping	8/1/2025	12/31/2025	131
Off-Site	8/1/2025	12/31/2025	131

SOURCE: ESA, 2021, in consultation with the Project Applicant.

Project construction is expected to commence in July 2022 and would last through December 2025. If Project construction commences later than the anticipated start date, air quality impacts would be less than those analyzed herein, because a more energy-efficient and cleaner burning construction equipment fleet mix would be expected in the future, pursuant to State regulations that require construction equipment fleet operators to phase-in less polluting heavy-duty equipment. Therefore, air quality impacts would generally be less than those analyzed herein due to the likelihood of less emissions generated in a day.

The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines. Site specific construction fleet may vary due to specific Project needs that may become known at the time of construction or mobilization but are currently unforeseeable. The duration of construction activity and associated construction equipment was estimated based on consultation with the Project

Applicant. A detailed summary of construction equipment assumptions by phase is provided in the modeling files in Appendix A.

The maximum daily regional emissions from the Project's construction activities are estimated by construction phase and compared to the SCAQMD significance thresholds. Maximum daily emissions are calculated by taking the sum of the potentially overlapping phases that could occur during Project construction for each criteria pollutant. As shown in **Table 5-2, Maximum Regional Construction Emissions – Without Mitigation (Pounds per Day)**, emissions resulting from project construction would not exceed any criteria pollutant thresholds established by the SCAQMD. Therefore, impacts would be considered less than significant, and no mitigation is required.

**TABLE 5-2
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS – WITHOUT MITIGATION (POUNDS PER DAY)**

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Individual Construction Phases						
Demolition – 2022	1	21	22	<1	2	1
Site Preparation – 2022	1	10	10	<1	1	1
Grading/Excavation - 2022	3	64	44	<1	9	3
Drainage/Utilities/Trenching – 2022	2	14	18	<1	2	1
Drainage/Utilities/Trenching – 2023	2	13	18	<1	1	1
Foundations/Concrete Pour – 2023	3	28	31	<1	3	2
Building Construction – 2023	2	18	31	<1	5	2
Building Construction – 2024	2	16	30	<1	5	2
Paving – 2025	<1	2	4	<1	1	<1
Architectural Coatings and Finishes – 2025	1	7	19	<1	3	1
Landscaping – 2025	<1	5	8	<1	1	<1
Off-Sites – 2025	<1	5	8	<1	1	<1
Overlapping Construction Phases						
Paving, Architectural Coating and Finishes	1	9	24	<1	4	1
Architectural Coating and Finishes, Landscaping, and Off-Sites	2	16	35	<1	5	2
Maximum Daily Regional Emissions	3	64	44	<1	9	3
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
SOURCE: ESA, 2021.						
NOTE:						
Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.						

Operation

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from natural gas

combustion for heating, cooking, and area sources on-site such as landscaping equipment, and the use of consumer products.

Operational emissions for the Project were estimated using CalEEMod for the land uses proposed by the Project (for a 2026 operational year) (see Appendix A of this SCEA document for compiled detailed assumptions, calculations, and modeling outputs). Mobile source emissions are based on the vehicle emission factors from EMFAC2021 and the trip length values for the Project's land uses specified in CalEEMod, which represents the Air Basin-wide average trip distance. Daily trip generation estimates from the Project's Transportation Study, provided in Appendix K of this SCEA, were used to estimate the total VMT for existing conditions and the Project.

Other sources of emissions from operation of the existing site uses and Project uses include equipment used to maintain landscaping, such as lawnmowers and trimmers. The CalEEMod tool uses landscaping equipment GHG emission factors from the CARB OFFROAD model and the CARB Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment.¹⁷ The CalEEMod software estimates that landscaping equipment operate for 250 days per year in the Air Basin. Emissions of VOCs from the use of consumer products and architectural coatings are based on SCAQMD-specific emission factors for land uses in the Air Basin.

Operational-source emissions are summarized in **Table 5-3, Maximum Unmitigated Regional Operational Emissions (Pounds Per Day)**. As shown, Project operational-source emissions are below the applicable SCAQMD regional thresholds of significance. Therefore, impacts would be considered less than significant, and no mitigation is required.

**TABLE 5-3
MAXIMUM UNMITIGATED REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY)**

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Operational Source						
Area (Consumer Products, Landscaping)	23	1	71	<1	<1	<1
Energy (Natural Gas)	<1	3	2	<1	<1	<1
Motor Vehicles	16	12	142	<1	38	10
Project Maximum Daily Regional Emissions	39	17	215	<1	39	10
Existing Regional Emissions	6	6	39	<1	7	2
Net Daily Regional Emissions	33	10	176	<1	32	9
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

SOURCE: ESA, 2021.

The number of parking spaces was updated after the analysis was completed. The analysis accounted for a large land use consisting of 1,613 vehicle parking spaces presenting a more conservative approach.

¹⁷ California Air Resources Board, *OFFROAD Modeling Change Technical Memo*, revised June 13, 2003, https://ww3.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf, accessed June 14, 2021.

Cumulative

The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the 2016 AQMP, which addresses the region's cumulative air quality condition.

A significant impact may occur if a project were to add a cumulatively considerable contribution of a Federal or State non-attainment pollutant. The Air Basin is currently in non-attainment for O₃ (Federal and State standards), PM₁₀ (State standards only) and PM_{2.5} (Federal and State standards); therefore, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and SCAQMD.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2016 AQMP. As discussed previously under response to Checklist Question III.a of this Section, above, the Project would be consistent with the 2016 AQMP and would not have a cumulatively considerable air quality impact. Although the Project's employment would increase compared to existing conditions, this growth would be well within the employment projections for the City.

As the Project is not part of an ongoing regulatory program, the SCAQMD also recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above under response to Checklist Question III.b of this Section, peak daily emissions of construction and operation-related pollutants would not exceed SCAQMD regional significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, even though implementation of the Project would result in an addition of criteria pollutants, in conjunction with related projects in the region, cumulatively significant impacts would not occur. In addition, as discussed in response to Checklist Question III.c of this Section, below, construction of the Project is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SCAQMD has established a localized impact threshold. Therefore, the emissions of non-attainment pollutants and precursors generated by the Project would be less than significant and would not result in a cumulatively considerable air quality impact.

Quantitative Analysis Connecting the Project's Less Than Significant Air Pollutant Emissions and Human Health is Not Feasible

With respect to health impacts from the Project's criteria pollutant emissions, it is not scientifically feasible to provide a reliable quantitative analysis directly correlating a Project's regional pollutant emissions and human health. It is important to understand how criteria pollutants are formed and dispersed when discussing criteria pollutants effects on human health. As an example, ground level O₃ formation occurs through a complex photo-chemical reaction between VOC and NO_x in the atmosphere with the presence of sunlight. The health consequences associated with O₃ formation are typically considered on an air basin-wide or region-wide basis instead of a localized basis. Because of the complexity of O₃ formation and the non-linear relationship of O₃

concentration with its precursor gases, and given the state of environmental science modeling in use at this time, it is infeasible to convert specific project emissions levels of VOC or NO_x emitted in a particular area to a particular concentration of O₃ in that area. Meteorology, the presence of sunlight, seasonal impacts, and other complex photochemical factors all combine to determine the ultimate concentration and location of O₃. Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify O₃-related health impacts caused by VOC or NO_x emissions from an individual project.^{18,19} Thus, it is infeasible to determine whether, or the extent to which, a single project's precursor (i.e., VOC and NO_x) emissions would potentially result in the formation of secondary ground-level O₃ and the geographic and temporal distribution of such secondary formed emissions. Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify O₃ related health impacts caused by VOC or NO_x emissions from local level (Project level). As shown above, the Project's O₃ precursor and criteria pollutant emissions would be well below the significance thresholds. As discussed in response to Checklist Question III.c, the Project would result in less-than-significant localized impacts for NO_x, CO, PM10, and PM2.5, which indicates that localized concentrations of these pollutants emitted by the Project would be less than significant. Therefore, measurable health impacts from the Project's construction and operational emissions would not be expected to occur, and health impacts would be less than significant, and mitigation measures are not required.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook,²⁰ a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities, (2) rehabilitation centers, (3) convalescent centers, (4) retirement homes, (5) residences, (6) schools, (7) parks and playgrounds, (8) childcare centers, and (9) athletic fields.

Air quality sensitive receptors located in close proximity to the Project Site include the following land uses:

North – Land uses north of the Project Site consists of a Union Pacific Rail Road line (UPRR) followed by the Hollywood-Burbank Airport. The nearest air quality sensitive receptors to the

¹⁸ San Joaquin Valley Air Pollution Control District (SJVAPCD), Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

¹⁹ South Coast Air Quality Management District (SCAQMD), Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. *Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

²⁰ SCAQMD, *CEQA Air Quality Handbook*, 1993, [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)), accessed June 10, 2021.

north are multi-family residences located approximately 1-mile north along N. Hollywood Way and Cohasset Street.

East – Land uses immediately east of the Project Site consists of commercial uses including a bank, public storage, and medical uses. The nearest air quality sensitive receptors to the east include the Providencia Elementary School located approximately 0.15 miles (approximately 804 feet) to the southeast and single family residences located approximately 0.27 miles (approximately 1,420 feet) east of the Project Site.

South – Land uses south of the Project Site consists of low-rise commercial uses followed by the Larry L. Maxam Memorial Park. The nearest air quality sensitive receptors to the south include the single-family residences located approximately 0.13 miles (approximately 700 feet) south of the Project Site.

West – Land uses west of the Project Site include commercial uses located immediately adjacent to and west of the Project Site followed by the Pierce Brothers Valhalla Memorial Park and Mortuary. The nearest air quality sensitive receptors to the west include the multi-use residences located approximately 0.54 miles (approximately 2,850 feet) west of the Project Site.

Localized Impacts

The localized air quality analysis was conducted using the methodology described in the SCAQMD *Localized Significance Threshold Methodology* (June 2003, revised July 2008).²¹ The screening criteria provided in the *Localized Significance Threshold Methodology* were used to determine localized construction and operational emissions thresholds for the Project. The closest existing sensitive receptors to the Project Site are the single-family residences located approximately 700 feet (222 meters) south of the Project Site. Although the Project Site is greater than 5 acres, it is anticipated that no more than 2 acres would be disturbed during construction on any given day. The thresholds used for the LST analysis were conservatively based on the SCAQMD's look-up tables for a 2-acre site in the East San Fernando Valley Source-Receptor Area with sensitive receptors located approximately 200 meters (approximately 656 feet) from the Project Site.

The localized effects from the on-site portion of the Project's daily emissions were evaluated at the sensitive receptor locations that would be potentially impacted by the Project according to the SCAQMD's LST methodology. Daily localized emissions caused by the Project were compared to the LSTs in the SCAQMD's look-up tables to determine whether the emissions would cause violations of ambient air quality standards.

Construction

Table 5-4, *Maximum Daily Localized Construction Emissions*, identifies the localized impacts at the nearest receptor location, located approximately 700 feet south of the Project Site, in the vicinity of the Project area without mitigation. The localized emissions during construction activity would not exceed SCAQMD's localized significance thresholds. Therefore, impacts would be less than significant, and no mitigation is required.

²¹ SCAQMD, *Localized Significance Thresholds*, 2003, revised 2008, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed June 10, 2021.

**TABLE 5-4
 MAXIMUM DAILY LOCALIZED CONSTRUCTION EMISSIONS**

Year	Emissions (pounds per day)			
	NO _x	CO	PM10	PM2.5
Construction Phases				
Demolition – 2022	14	14	1	1
Site Preparation – 2022	10	7	1	<1
Grading/Excavation – 2022	21	18	3	1
Drainage/Utilities/Trenching – 2022	14	15	1	1
Drainage/Utilities/Trenching – 2023	13	15	1	1
Foundations/Concrete Pour – 2023	24	20	1	1
Building Construction – 2023	16	15	1	1
Building Construction – 2024	15	15	1	1
Paving – 2025	1	2	<1	<1
Architectural Coating and Finishes – 2025	6	9	<1	<1
Landscaping – 2025	4	5	<1	<1
Off-Sites – 2025	4	5	<1	<1
Overlapping Phases				
Paving, Architectural Coating and Finishes	8	51	3	3
Architectural Coating and Finishes, Landscaping, and Off-Sites	14	19	1	1
Maximum Daily Localized Emissions	24	51	3	3
SCAQMD Localized Threshold	144	2,786	62	21
Threshold Exceeded?	No	No	No	No
SOURCE: ESA, 2021.				
NOTE:				
Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.				

Operations

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a Project, if the Project includes stationary sources, or attracts mobile sources that may queuing and idle at the site (e.g., warehouse or transfer facilities). With regard to on-site sources of emissions, the Project would generate emissions from area sources such as natural gas combustion from water heaters, boilers, cooking stoves, landscaping equipment, use of consumer products, and delivery trucks queuing and idling at the site and on-site travel. **Table 5-5** summarizes the maximum localized operational emissions resulting from Project operations, along with the localized significance thresholds. As shown, on-site daily emissions from operational activities do not exceed the SCAQMD localized thresholds and would not be expected to result in ground level concentrations that exceed the allowable incremental increase established by the SCAQMD.

**TABLE 5-5
MAXIMUM LOCALIZED OPERATIONAL EMISSIONS**

Operational Activity	NO_x	CO	PM10	PM2.5
Area (Consumer Products, Landscaping)	<1	71	<1	<1
Energy (Natural Gas)	3	2	<1	<1
Total Project Daily Localized Emissions	4	73	1	1
Existing Localized Emissions	<1	<1	<1	<1
Maximum Daily Localized Emissions	4	73	1	1
SCAQMD Localized Threshold	144	2,786	15	5
Threshold Exceeded?	No	No	No	No

SOURCE: ESA, 2021.
NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. See Appendix A for details.

CO Hotspots

Construction

While construction-related traffic on the local roadways would occur during construction, the increase of construction worker vehicle and truck trips to the existing daily traffic volumes on local roadways would be relatively small (i.e., less than Project operations) and would not result in CO hotspots. Additionally, construction-related vehicle trips would only occur in the short-term and would cease once construction activities have been completed.

Operations

The potential for the Project to cause or contribute to CO hotspots is evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations.

SCAQMD conducted CO modeling for the 2003 AQMP attainment demonstration for the four worst-case intersections in the Air Basin. In the 2003 AQMP, SCAQMD indicated that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. The quantitative analysis conducted by the SCAQMD is used as a screening basis to inform the Project's potential to generate CO hotspot impacts. As an initial screening step, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis using California LINE Source Dispersion Model, version 4 (CALINE4), which is a model used to assess air quality impacts near transportation facilities (i.e., roadways, intersections, street canyons, and parking facilities).

Based on the Project's Transportation Study, under future operational year plus Project conditions for 2026, the intersection of N. Hollywood Way and Winona Avenue had the highest peak traffic volume with approximately 9,564 per day,²² which would be substantially less than the traffic volume of 400,000 that would trigger the need for a detailed CO hotspot analysis. Furthermore, the motor vehicle fleet operating under existing and future years generate fewer CO emissions on a per vehicle basis compared to the year 2003 fleet based on vehicles meeting more stringent vehicle emissions standards. Thus, this comparison demonstrates that the Project would not contribute considerably to the formation of CO hotspots, and no further CO analysis is required. The Project would result in less-than-significant impacts with respect to CO hotspots, and no mitigation is required.

Toxic Air Contaminants

Concentrations of TACs, or in federal parlance, hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined by the State as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in small or minute quantities in the ambient air; however, some TACs may exhibit high toxicity or health risk and may pose a threat to public health even at low concentrations.

According to the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA Guidance), which was updated in 2015 with new exposure parameters including age sensitivity factors, diesel particulate matter poses a carcinogenic health risk that is measured using an exposure period of 30 years for sensitive residential receptors.²³ The closest sensitive receptors to the Project Site would be single-family residences located approximately 700 feet to the south of the Project Site and directly south of W. Pacific Avenue.

Intermittent construction activities associated with the Project would result in short-term emissions of diesel particulate matter, which the State has identified as a TAC. During construction, the exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter during construction activities, such as demolition, excavation, materials transport and handling, and building construction. On-site diesel-fueled construction equipment were modeled in the United States Environmental Protection Agency/Advanced Monitoring System (EPA/AMS) Regulatory Model (AERMOD) throughout the Project Site to represent the on-site diesel particulate matter emissions.

The anticipated haul route for Project construction trucks would be along N. Hollywood Way towards the Interstate 5 (I-5) freeway ramps. Therefore, a truck route leading to and from the Interstate 5 freeway on and off-ramps from N. Hollywood Way were modeled to represent the off-site diesel particulate matter emissions from trucks.

²² Gibson Transportation Consulting Inc., *2311 N. Hollywood Way Mixed-Use Transportation*, 2021.

²³ Office of Environmental Health Hazard Assessment (OEHHA), *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, February 2015, <https://oehha.ca.gov/media/downloads/cmr/2015guidancemanual.pdf>, accessed June 14, 2021.

A health risk to provide a 30-year risk to the nearby receptors from construction activities was calculated using a spreadsheet tool consistent with the OEHHA guidance. The spreadsheet tool incorporates the algorithms, equations, and a variable described above, as well as in the OEHHA Guidance, and incorporates the results of the AERMOD dispersion model. A detailed discussion of the modeling methodology, assumptions, and results for the health risk assessment can be found in Appendix A. A summary of the results is provided below.

Construction

Carcinogenic exposures, the cancer risk from diesel particulate matter emissions from construction, is estimated to result in a maximum carcinogenic risk of 1.58 in one million at the residential uses to the south of Project Site and south of W. Pacific Avenue. As discussed previously, the lifetime exposure under the OEHHA Guidance takes into account early life (infant and children) exposure. The calculated cancer risk is estimated for outdoor exposure and assumes that sensitive receptors (residential uses) would not have any mitigation such as mechanical filtration and that residential uses would have continuously open windows. As the maximum impact would be less than the significance threshold of 10 in one million, impacts would be less than significant, and no mitigation would be required. The cancer risk at the nearby school would also be less than 10 in one million, with a maximum impact of 1.69 in one million at Providencia Middle School to the east of the Project Site.

Potential non-cancer effects of chronic (i.e., long term) diesel particulate matter exposures were evaluated using the Hazard Index approach as described in the OEHHA Guidance. The maximum health hazard index associated with construction activities is 0.004. A hazard index equal to or greater than 1.0 represents a significant chronic health hazard. The Project would not exceed the hazard index threshold of 1. Therefore, the Project's chronic risk impact would be less than significant.

Operation

SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate matter emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project is not anticipated to generate a substantial number of daily truck trips, nor would it result in the emission of other TACs at a level where concern would be raised regarding health risk. Therefore, the Project would not warrant the need for a health risk assessment associated with on-site operational activities, and potential TAC impacts would be less than significant.

Furthermore, typical sources of hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). Based on this, the Project is not expected to release substantial amounts of TACs.

Based on the limited activity of TAC sources and TAC concentrations at off-site sensitive receptors relative to existing conditions, the Project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts would be less than significant.

Site-Specific Health Risk Assessment

The Burbank2035 was adopted in 2013 to provide guidance for future development necessary to achieve the community's economic, physical, and environmental goals through the year 2035. As previously stated, the Burbank2035 provides an Air Quality and Climate Change Element that outlines goals and policies that is aimed to reduce both air pollution and GHG emissions, and to protect the community from TACs and odors. Goal 2 Sensitive Receptors, within the Air Quality and Climate Change Element, is aimed at reducing the exposure of sensitive receptors to TACs and odors. In addition, Program AQCC-4 of the Plan Realization Element outlines how Goal 2 would be implemented. Under Program AQCC-4, a site-specific health risk assessment is required when siting sensitive land uses near both the Hollywood-Burbank Airport (Airport), the UPRR, or major freeway or arterials. As previously indicated, the Project is located approximately 90 feet south of the UPRR and approximately 1,100 feet southeast of the Airport. Therefore, site-specific health risk assessments were completed for both the UPRR and the Airport consistent with the City's General Plan Air Quality and Climate Change Element Goal 2, Program AQCC-4. As these analyses are related to land use compatibility goals, results of the health risk assessments are presented in Section XI, *Land Use and Planning*, of this SCEA.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Objectionable odors are typically associated with industrial activities involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The Project includes new facilities and structures within the Project Site that would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Activities and materials associated with construction would be typical of construction projects of similar type and size. Potential activities that may emit odors during construction include the use of architectural coatings and solvents, as well as the combustion of diesel fuel in on-and off-road equipment. The Project would comply with SCAQMD Rule 1113 to limit the amount of VOCs in architectural coatings and solvents and the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. On-site trash receptacles would be covered and properly maintained in a manner that promotes odor control. Any odors that may be generated during construction of the Project would be localized and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Odors associated with Project operation would be limited to those typical activities associated with on-site waste generation and disposal (e.g., trash cans, dumpsters) and occasional minor odors generated during food preparation activities. Thus, Project operation is not expected to create substantial objectionable odors. Impacts with regard to odors would be less than significant, and no mitigation measures would be required.

IV. Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The Project Site is located in an urbanized area of the City and is currently occupied by a Fry’s Electronics Store and associated surface parking. The Project Site also includes a loading dock, walkways, and ornamental landscaping. Due to the lack of suitable habitat on the Project Site, no special status-wildlife plant or species are expected to occur on the Project Site. Therefore, no impacts to candidate, sensitive, or special status plant species would occur, and no mitigation measures would be required.

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

No Impact. As discussed in response to Checklist Question IV.a, above, the Project Site consists entirely of developed areas and/or ornamental landscaping. The Project Site does not contain any

riparian habitat or other sensitive natural communities as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area (SEA).^{24,25} Therefore, the Project would not have an adverse effect on any riparian habitat or other sensitive natural community, and no mitigation measures would be required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As previously discussed, the Project Site is located in an urban area that consists entirely of developed areas and ornamental landscaping. The Project Site does not contain wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Project would not have an adverse effect on federally protected wetlands, and no mitigation measures would be required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-Significant Impact. As previously discussed, the Project Site is located within an urban area that consists entirely of developed areas and ornamental landscaping, including 59 non-protected trees. There are no established native resident or migratory wildlife corridors on the Project Site or in the immediately adjacent vicinity. No water bodies that could serve as habitat for fish exist on the Project Site or in the immediate vicinity. At present, the Project Site contains trees and shrubs that may support nesting birds. The potential exists for migratory bird species protected under the Migratory Bird Treaty Act (MBTA) to be nesting in the trees that would be removed during Project construction. As identified in the Tree Inventory Report prepared for the Project (see Appendix B), the Project Site currently contains 59 non-protected trees that would be replaced.²⁶ The Project would comply with the MBTA to avoid disturbance of nesting birds and to protect nesting birds if they are present on-site during construction. Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.

²⁴ Los Angeles County Department of Regional Planning, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, February 2015, http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf, accessed May 11, 2021.

²⁵ Los Angeles County Department of Regional Planning, GIS-NET Planning & Zoning Information, <http://planning.lacounty.gov/gisnet3/Viewer.html>, accessed May 11, 2021.

²⁶ Carlberg Associates, *Tree Inventory Report, 2311 Hollywood Way, Burbank, California 91505*, May 25, 2021 [provided as Appendix B to this SCEA].

Therefore, impacts to native resident or migratory avian species would be less than significant, and no mitigation is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less-than-Significant Impact. As previously discussed, the Project Site is located in an urban area that consists entirely of developed areas and ornamental landscaping. The Project Site currently contains 59 non-protected trees that would be replaced. Removal and replacement of all trees would conform with the City's Master Street Tree Plan and list of restricted trees as defined in Section 7-4-107 of the Burbank Municipal Code (BMC). However, the trees that are to be removed have the potential to support nesting birds that are protected under the MBTA, which prohibits take of all birds and their active nests. As described under response to Checklist Question IV.d, above, the removal or pruning of the 59 non-protected trees would occur in accordance with the MBTA and State and local requirements (Appendix B). Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code, Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).

Therefore, development of the Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant. No mitigation is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As discussed in response to Checklist Question IV.a, above, the Project Site is located within a developed, urbanized area and does not provide habitat for any sensitive biological resources. The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.^{27,28} The Project would not conflict with the provisions of any adopted conservation plan. Therefore, no impacts would occur, and no mitigation measures would be required.

²⁷ California Department of Fish and Wildlife, Habitat Conservation Planning Branch, Natural Community Conservation Plans (NCCPs) Summaries, California Regional Conservation Plans Map, April 2019 and Summary of NCCPS, December 2019, <https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans>, accessed May 11, 2021.

²⁸ U.S. Fish and Wildlife Service, Habitat Conservation Plans Summary, Region 8, <https://ecos.fws.gov/ecp0/conservationPlan/>, accessed May 11, 2021.

V. Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Less-than-Significant Impact. On May 19, 2021, a cultural resources records search was conducted at the California Historical Resources Information System South Central Coastal Information Center (SCCIC), California State University, Fullerton. Results of that records search indicated that 11 cultural resource studies have been conducted within a 0.5-mile radius of the Project Site (study area). There are no previous studies within or overlapping the Project Site. Five cultural resources have been previously recorded within the 0.5-mile study area. All five of the resources are historic built environment resources. One is a listed resource on the National Register of Historic Places (National Register), one was significant but has been demolished and three were evaluated as ineligible. No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is the Portal of the Folded Wings Shrine to Aviation (P-19-180686), which is approximately 1,000 feet (0.2 miles) west of the Project Site.

Additional archival research identified the Burbank Armory, located at 3800 Valhalla Drive, as a historic built environmental resource that was constructed in 1951. The Burbank Armory appears on the Built Environment Resource Directory with a 6Y status code (6Y= Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing), and does not have a Primary Number assigned to it. Primary numbers are assigned when a Department of Parks and Recreation 523 Form is submitted to the Office of Historic Preservation, which is typical for evaluated resources. This may have been a clerical error. However, it appears that the Burbank Armory was identified as eligible for the National Register of Historic Places (National Register) as part of a 2002 National Register of Historic Places Eligibility of California Army National Guard Armories, Sacramento District US Army Corps of Engineers Report as a significant resource type and retains historic integrity.²⁹

The Project Site is currently developed with an existing big box retail store, a surface parking lot, and limited landscaping. A site visit of the Project Site was conducted on June 1, 2021. This site

²⁹ Military Museum website, Historic California Posts, Camps, Stations and Airfields: Burbank Armory, 2017, <http://www.militarymuseum.org/BurbankArmory.html>.

visit included an intensive pedestrian survey to document the existing conditions of the Project Site and vicinity. During the visit the Project Site was documented with digital photography.

The big box retail store building located on the Project Site was evaluated under the following historical and architectural themes: Variety Stores (1920–1960) and Googie Style (1935–1969). Research was also conducted on the Project Site’s construction, occupancy history (including Unimart), and architect, Maxwell Starkman. An analysis to comply with CEQA was conducted to assess the existing improvements on the subject property for eligibility as a historical resource for listing in the National Register, California Register of Historical Resources (California Register), as well as for local designation as a City of Burbank Historic Place or Structure of Merit.

The Project Site was found ineligible under the applicable Federal, State, or local criteria. The period of significance associated with the subject property is 1962–1967, when the Unimart company owned and occupied the Project Site. The building was not found to be significant for its association with Unimart, nor is Unimart significant in the history of big box retailers or pattern of commercial development. While the Project Site was designed in the Googie style by notable architect Maxwell Starkman, the big box retail store in its current state is not an intact distinctive example of the style, nor does it appear to be representative of Starkman’s prolific body of work. A master is a figure of generally recognized greatness in a field of design or construction such as architecture.³⁰ However, his work has not yet been examined in any scholarly sources on the architectural history of southern California. Even if Starkman was recognized as a master architect, the subject property would not be considered an important example of his work.

To be eligible for listing in the national, state, and local registers, a property must retain its historic integrity from the period in which it gained significance. Due to multiple substantial changes to modify the building to accommodate new tenants after the period of significance, the Project Site does not retain its integrity from its period of significance to convey its historical and architectural significance. As the building lacks historical associations, architectural distinction, and historic integrity, the building is not considered a historical resource in accordance with CEQA. The Project Site has been assigned a California Historic Resource (CHR) Status Code of 6Z, as the property does not appear eligible for Federal, State, or local designation through this survey evaluation. As such, the Project would have no direct impacts to historical resources on the Project Site.

The indirect impact evaluation includes the built environment setting along Valhalla Drive and N. Hollywood Way in the Project vicinity is improved with commercial/industrial warehouses and commercial offices with surface parking along Valhalla Drive and Vanowen Street, the Pierce Brothers Valhalla Memorial Park and Mortuary (Valhalla Cemetery) approximately 1,000 feet (0.2 miles) west of the Project Site, and the Burbank Armory (3800 Valhalla Drive) approximately 100-feet (0.01 mile) southwest of the Project Site. According to the Los Angeles County Assessor’s portal for the other surrounding parcels, there are three utilitarian industrial facilities over 45-years in age in the Project vicinity which have not been previously identified in a historical resources survey, are not currently listed at the Federal, State, or local level. The building types, construction dates, and APNs are as follows: 3811 W. Valhalla Drive is a Modern industrial facility, circa 1961

³⁰ National Register Bulletin #15, 20.

(APN 2463-001-015); 3520 W. Valhalla Drive is an industrial warehouse, circa 1973 (APN 2463-001-011); and 2231 N. Hollywood Way is an industrial warehouse, circa 1973 (APN 2463-001-012). None of these three buildings appear potentially eligible.

While the Project would be visible from one previously identified historical resource, the Portal of the Folded Wings Shrine to Aviation at the Valhalla Cemetery (Portal) (Resource P-10-180686), and from two potentially eligible historical resources, the Valhalla Cemetery and Burbank Armory, the Project would not have an adverse indirect impact on these identified historical resources, as described below.

The Portal (Resource P-10-180686) is located approximately 1,000 feet (approximately 0.2 miles) west of the Project Site at the east entrance to the Valhalla Cemetery. The Portal is the burial site of 15 aviation pioneers and includes the Valhalla Memorial Rotunda (Rotunda) that first served as the entrance to Valhalla Memorial Park in 1924 and represents Mission/Spanish/Colonial Revival architecture and Churriguesque decorative styles, and a 21-foot long model of the Space Shuttle installed in 2007 as a memorial to the crews of the space shuttles Challenger and Columbia. The Portal was listed in the National Register in 1998. The Project would not directly or indirectly impact the Portal either physically through alteration or demolition or visually by proximate new construction. The Project would be partially visible in the distant background of the Portal when looking east towards the Project from the east entrance of the Rotunda. Neither the existing improvements on the Project Site nor the built environment setting along Valhalla Drive contribute to the eligibility of the Portal. The Project would not have an adverse physical impact through demolition or alteration of the Project Site that is part of the surrounding non-contributing setting of the Portal, and the Portal would retain its existing eligibility as a historical resource after Project completion.

The Valhalla Cemetery along with its associated burials and landscape, which have not been evaluated, is over 45 years old and may be eligible as a historic resource or part of a District or as a contributor to the Portal. As such, the Valhalla Cemetery is considered a potential resource. The primary view of the Portal and the far eastern end of the cemetery is from the inside of the Valhalla Cemetery looking east towards the resource, with an indirect view of Valhalla Drive, 3811 Valhalla Drive, and 3900 Valhalla Drive behind. In this, the broad setting does not contribute to the significance of the Portal. A secondary view of the Portal is from the Valhalla Drive adjacent to the subject property looking west. None of these views would be blocked or impacted by the new construction as part of the Project, and the new construction would not have any adverse physical impact on the Portal or the potential eligibility of the cemetery through demolition or alteration of the surrounding non-contributing setting.

The Burbank Armory is located approximately 100-feet (0.01 mile) southwest of the Project Site, along Valhalla Drive. The Burbank Armory is a 2-story concrete building that was constructed in 1951 to serve the extensively equipped National Guards in the post-World War II period. The property is currently included in the California Built Environment Resource Directory (BERD) with an assigned status code of 6Y, based on a 2003 survey. The 6Y status code indicates that the resource was determined ineligible for National Register by consensus through Section 106 process – Not evaluated for California Register or local listing. This may have been a clerical error as the

Burbank Armory was determined eligible for the National Register as part of a 2002 *National Register of Historic Places Eligibility of California Army National Guard Armories, Sacramento District US Army Corps of Engineers* report as a significant resource type and retains historic integrity.³¹ While there is a discrepancy about the building's current status code, the Burbank Armory is assumed to be a potential resource for the purposes of this study. The Project would not be visible from the primary view of the resource, which is facing south, away from the Project Site. None of the existing improvements at the Project Site nor the built environment setting along Valhalla Drive contribute to the potential eligibility of the Burbank Armory. The Project would not have an adverse physical impact through demolition or alteration of the Project Site that is part of the surrounding non-contributing setting of the Burbank Armory. The Project would have a less than significant indirect impact on historical resources in the Project vicinity.

Therefore, the Project would result in less-than-significant direct and indirect impacts to historical resources and no mitigation measures are required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less than Significant with Mitigation Incorporated. CEQA Guidelines section 15064.5(a)(3)(D) generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

A records search for the Project was received from the SCCIC on May 19, 2021. The records search included a review of all recorded archaeological resources and previous studies within a 0.5-mile radius of the Project Site. Six previous studies overlap the Project Site, and one study has been conducted to the west and adjacent to the Project Site. No previous reports overlap the Project Site.

Five cultural resource have been previously recorded within the 0.5-mile records search radius of the Project Site (Table 2 in Appendix C2). No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is 0.2-miles to the west of the Project Site, and all of the resources are historic built environment resources.

The NAHC was contacted on June 14, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC indicated a positive search result. The NAHC indicated that the Fernandeno Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites. The NAHC provided a list of tribes who could be contacted for information regarding known and recorded sites.

³¹ Military Museum website, Historic California Posts, Camps, Stations and Airfields: Burbank Armory, 2017, <http://www.militarymuseum.org/BurbankArmory.html>.

A geoarchaeological analysis of the Project Site had a moderate sensitivity for buried prehistoric archaeological sites. Review of historic photos and aerial photos as well as the land use and history of the Project Site indicates the site was formerly undeveloped land from as early as 1894; and developed as a dairy with associated residential structures and a store between circa-1928 and the early-1960s. By 1962, the Project Site was redeveloped with the current commercial structure on the southern portion and Lockheed Martin (referred to as Plant A-1 South) occupied the property from 1969 to December 1995 for use as offices, a vehicle maintenance shop and parking. Additionally, a gasoline service station/automotive repair operation was developed on the northeastern portion of the Project Site in 1962, which was acquired by Lockheed Martin in the mid-1960s and utilized as a gasoline service station/automotive repair operation for Lockheed fleet vehicles until closure in 1992. The Project Site has been occupied by Fry's Electronics for retail use since at least 1995. Significant tenants at the Project Site include Shoman Dairy (1950s), Lockheed Martin (1960s–1995), Unimart (1962–1986), and Fry's Electronics (1995–Present). Based on the historical information, and the age of the majority of the development on the Project Site, it is possible that the current development and parking lots could be capping evidence of the earlier historic development on the Project Site, which could constitute significant archaeological resources; therefore, there is a potential for encountering unknown and unanticipated historic archaeological resources.

The Phase I Environmental Site Assessment (ESA) and Phase II ESA (see Appendices G-1 and G-2, respectively) were prepared to assess the potential for Project implementation to result in impacts related to hazards and hazardous materials.^{32,33} As described in the Phase I ESA, the existing building on the Project Site was constructed in 1962. The Project Site is associated with the Site's prior use as a Lockheed Martin plant facility and corporate offices. Due to contamination associated with the Lockheed Martin plant and other activities on the site, excavations for remediation were conducted on the site in 1992 through 1998. Excavation one was located in the former dispenser area and was approximately 80 feet across from north to south and approximately 150 feet long east to west and extended to a depth of 29 feet. Excavation Two was conducted in the former used oil tank vicinity and was a narrow wedge shaped excavation which was 35 feet wide and extended down 10-feet. Excavation Three was located near the western end of the former Building 73 A, and was rectangular in shape and 35 feet wide and 50 feet long and extended 14 feet in depth. Excavation Four was in the vicinity of the former gasoline/diesel/tetrachloroethylene (PCE) underground storage tank (UST) and was wedge shaped, 20 feet long and 20 feet wide to a depth of 14 feet. Imported soils used to backfill were imported from the Hansen Dam. Based on this information and information provided in the Phase I ESA, the majority of the northeast quadrant of the Project Site, which is currently parking lot, has been excavated to depths below the anticipated excavation for this Project.

It is possible that ground-disturbing activities could unearth buried or otherwise obscured archaeological resources, for the areas outside of the remediation areas described above. It is recommended that an archaeological monitor be present during ground-disturbing activities. Based

³² Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

³³ EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

on observations made by the archaeological monitor, monitoring activities may be modified or discontinued at the recommendation of the archaeologist. Additionally, it is recommended that protocols for work stoppage in the event that archaeological resources or human remains are encountered during construction should be implemented.

Based on these results, Mitigation Measures MM-CULT-1 is identified to ensure that potentially significant impacts to archaeological resources are reduced to a less-than-significant level.

Mitigation Measures

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

The Qualified Archaeologist will oversee an archaeological monitor who shall be present during construction excavations such as demolition, grading, trenching, or any other construction excavation activity associated with the project and outside of the remediation area. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist). Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist.

In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with the Gabrieleno Band of Mission Indians-Kizh Nation and the Fernandeno Tataviam Band of Mission Indians in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. Prehistoric or Native American resources materials determined to be sacred will be reburied if determined feasible. Non-sacred items or if not feasible to be reburied, will be offered to the Gabrieleno Band of Mission Indians-Kizh Nation and the Fernandeano Tataviam Band of Mission Indians if they can provide suitable curation for such items. If no institution or the Tribes accept the resources, they may be donated to a local school or historical society in the area for educational purposes.

Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation Incorporated. The California Native American Heritage Commission (NAHC) was contacted to request a search of the SLF. The NAHC was contacted on June 14, 2021, to request a search of the SLF. The NAHC responded to the request in a letter dated July 1, 2021, with the results of the SLF search conducted by the NAHC indicated a positive search result. The NAHC indicated that the Fernandeano Tataviam Band of Mission Indians should be contacted for information regarding known and recorded sites. Archival research did not reveal any evidence that human remains could be found at the Project Site or in the area adjacent to the Project Site. Even so, construction of the Project could potentially disturb previously unknown human remains. Implementation of Mitigation Measure MM-CULT-2 would ensure impacts related to the discovery of human remains would be reduced to a less-than-significant level.

Mitigation Measures

MM-CULT-2: If human remains are encountered, the Project applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC will designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials

VI. Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. The Project would consume energy during construction activities primarily from on- and off road vehicle fuel consumption in the form of diesel, gasoline, and electricity from water conveyance for dust control. Operation of the Project would require energy in the form of electricity and natural gas for building heating, ventilation and air condition (HVAC) systems and lighting, water demand and wastewater treatment, consumer electronics, and any other activities associated with planned commercial/residential uses, and transportation fuels, primarily gasoline, for vehicles traveling to and from the Project Site. The analysis below includes the Project's energy requirements and energy use efficiencies by energy type for each stage of the Project (construction and operations).

Construction

Construction of the Project would result in energy demand primarily from off-road equipment and on-road vehicle fuel consumption (diesel and gasoline) and secondarily from electricity for conveying water used for dust suppression and for a temporary on-site construction office/trailer. The analysis below includes the Project's energy requirements and energy use efficiencies by energy type for each stage of the Project.

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the Project's air quality analysis. On-road vehicles would include trucks to haul material to and from the Project Site, vendor trucks to deliver supplies necessary for Project construction, water trucks for dust control, and fuel used for employee commute trips. The estimated fuel usage for on-road vehicles is based on the number of trucks and employee commute trips that would occur during construction activities and per mile fuel consumption factors from the same methodologies discussed for the Project's air quality analysis. Electricity used for a portable construction office was calculated using energy intensity factors from CalEEMod and electricity from water conveyance for dust control was calculated using assumptions for gallons used per acre per day and CalEEMod water conveyance intensity factors applied to calculate total construction

electricity consumption. Construction activities typically do not involve the consumption of natural gas. **Table 5-6, Summary of Energy Consumption during Project Construction**, summarizes the Project’s total and annual fuel and electricity consumption from construction activities.

**TABLE 5-6
 SUMMARY OF ENERGY CONSUMPTION DURING PROJECT CONSTRUCTION**

Fuel Type	Quantity^a
Gasoline	gallons
On-Road Construction Vehicles	175,411
Off-Road Construction Equipment	—
Total Gasoline (over 3.4 years)	175,411
Diesel	gallons
On-Road Construction Vehicles	34,016
Off-Road Construction Equipment	141,063
Total Diesel (over 3.4 years)	175,079
Electricity	MWh
Construction Office	46
Water Conveyance for Dust Control	3
Total Electricity (over 3.4 years)	48
Annualized Gasoline Use (gallons)	50,059
Annualized Diesel Use (gallons)	49,964
Annualized Electricity (MWh)	13.7

SOURCE: ESA, 2021.
 NOTES:
 MWh = megawatt-hours
^a Totals may not add up due to rounding of decimals.

As shown in **Table 5-6**, annual average construction electricity usage would be approximately 13.7 megawatt-hours (MWh) and would be well below the supply and infrastructure capabilities of Burbank Water and Power (BWP), the electricity provider for the Project Site, which had approximately 1,019,000 MWh in sales in 2020.³⁴ The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project’s net annual operational electricity (the Project’s annualized construction electricity would be less than 1 percent of the Project’s annual operational electricity). When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Furthermore, the electricity used for off-road light construction equipment would have the co-benefit of reducing construction-related air pollutant and GHG emissions from more traditional construction-related energy in the form of diesel fuel. Therefore, impacts from

³⁴ City of Burbank, Water and Power, *Annual Report Fiscal Year 2019–2020*, https://www.burbankwaterandpower.com/images/administrative/downloads/BWP_FY2019-20_AnnualReport_FINAL.pdf, accessed June 11, 2021.

construction electrical demand would be less than significant and would not result in the wasteful, inefficient, and unnecessary consumption of energy.

The energy use summary provided above in **Table 5-6** represents the amount of energy that could potentially be consumed during Project construction based on a conservative set of assumptions, provided in Appendix D of this SCEA. As shown in **Table 5-6**, on- and off-road vehicles would consume an estimated annual average of 50,059 gallons of gasoline and approximately 49,964 gallons of diesel fuel throughout the Project's construction. For comparison purposes, the fuel usage during Project construction would represent approximately 0.0014 percent of the 2019 annual on-road gasoline-related energy consumption and 0.009 percent of the 2019 annual diesel fuel-related energy consumption in Los Angeles County.³⁵ Detailed calculations are shown in Appendix D of this SCEA.

Construction of the Project would utilize fuel-efficient equipment consistent with State and Federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations. The Project would comply with Corporate Average Fuel Economy standards, which would result in more efficient use of transportation fuels (lower consumption). As such, the Project would comply with regulatory measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

With respect to truck fleet operators, the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA) have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.³⁶ USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.³⁷

Further, the Project would recycle or salvage for reuse a minimum of 65 percent of all nonhazardous construction and demolition waste in compliance with CALGreen Code requirements. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are

³⁵ California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018, <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>, accessed in June 11, 2021.

³⁶ United States Environmental Protection Agency (USEPA), *Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles*, August 2011.

³⁷ USEPA, *Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2*, October 25, 2016.

typically located some distance away from City centers, and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

Based on the analysis above, construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment and fuels would result in less fuel combustion and energy consumption, and thus minimize the Project's construction-related energy use. Therefore, construction of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to HVAC equipment, lighting and the use of electronics, cooking, and electric vehicle (EV) charging. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips.³⁸ **Table 5-7, Project Operational Energy Usage**, summarizes the existing site's and the Project's operational energy consumption.

The Project would increase demand for electricity including what is needed to support building operations. As shown in **Table 5-7**, and taking into account compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, the Project would result in a net annual consumption of electricity of approximately 9,645 MWh per year, which would represent approximately 0.87 percent of BWP's total sales of 1,105,523 gigawatt-hours (GWh) in 2026.³⁹ As such, the Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity, and impacts would be less than significant.

With regard to peak load conditions, BWP forecasts a peak demand of 310 MW in year 2025 (the closest available forecast to the Project's operational year).⁴⁰ Under peak conditions, the Project would consume a net increase of approximately 9,645 MWh on an annual basis which, assuming 12 hours of active electricity demand per day, would be equivalent to approximately 2.2 MW (peak demand assuming 4,380 hours per year of active electricity demand).⁴¹ In comparison to the BWP power grid base peak load of 310 MW for 2025, based on the assumption above, the Project would represent approximately 0.7 percent of the BWP base peak load conditions and, therefore, would not create any new peak demand impacts that are inconsistent with BWP demand projections.⁴²

³⁸ Although solar panel would be installed, the exact amount of solar power generated is not known at this time. Credit for solar power was not included when calculating energy consumption for Project operations.

³⁹ City of Burbank Water and Power, *2019 Integrated Resource Plan*, adopted December 11, 2019, http://burbankwaterandpower.com/images/administrative/downloads/CityCouncilApproved_2019_Integrated_Resource_Plan_DIGITAL.pdf, accessed June 11, 2021.

⁴⁰ City of Burbank Water and Power, *2019 Integrated Resource Plan*, adopted December 11, 2019, http://burbankwaterandpower.com/images/administrative/downloads/CityCouncilApproved_2019_Integrated_Resource_Plan_DIGITAL.pdf, accessed June 11, 2021.

⁴¹ Calculated as follows: 9,771 MWh / 4,380 hours = 2.2 MW.

⁴² Calculated as follows: 310 MW / 2.2 MW = 0.7 percent.

Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

**TABLE 5-7
PROJECT OPERATIONAL ENERGY USAGE**

Energy Type	Annual Quantity^a
Electricity	
Existing Site	(1,545 MWh) ^b
Proposed Project: ^c	
Building Energy	9,159 MWh
Water Conveyance	1,800 MWh
EV Charging	231 MWh
	<i>Project Subtotal</i>
	11,190 MWh
	Total Net Electricity
	9,645 MWh
Natural Gas	
Existing Site	(0.2 million cf)
Proposed Project	
Building Energy	12.7 million cf
Mobile	0.001 million cf
	Total Net Natural Gas
	12.5 million cf
Transportation	
Existing Site:	
Gasoline	(148,069 gallons)
Diesel	(21,383 gallons)
Proposed Project:	
Gasoline	711,749 gallons
Diesel	116,714 gallons
	Total Net Transportation – Gasoline
	563,680 gallons
	Total Net Transportation – Diesel
	95,331 gallons
SOURCE: ESA, 2021.	
NOTES:	
MWh = megawatt-hours; cf = cubic feet	
Detailed calculations are provided in Appendix D of this SCEA.	
^a Totals may not add up due to rounding of decimals.	
^b Negative values are denoted using parentheses.	
^c Project electricity and natural gas estimates assume compliance with applicable 2019 Title 24 and CALGreen Code requirements.	

The Project would increase the demand for natural gas resources. As shown in **Table 5-7**, and taking into account compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, the Project's estimated net operational natural gas demand is 12.5 million cubic feet which represents 0.0015 percent of Southern California Gas' (SoCalGas) projected supply of

845,705 million cubic feet in 2026.⁴³ As would be the case with electricity, the Project would comply with the applicable provisions of Title 24, City of Burbank's Greenhouse Gas Reduction Plan (GGRP), and the CALGreen Code in effect at the time of building occupancy to minimize natural gas demand. As such, the Project would minimize energy demand. Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of natural gas, and impacts would be less than significant.

The Project would increase demand for transportation fuels relative to existing site conditions for gasoline and diesel. During daily operations, the Project would have a maximum of 3,254 passenger car trips.⁴⁴ The Project's net annual gasoline consumption would be approximately 563,680 gallons which represents 0.016 percent of Los Angeles County's 2019 consumption of 3.6 billion gallons.⁴⁵ The Project would consume diesel fuel for medium and heavy duty truck trips and for a small percentage of passenger vehicles. The Project's net annual diesel consumption would be approximately 95,331 gallons, which represents 0.016 percent of Los Angeles County's 2019 consumption of 584.7 million gallons.⁴⁶ As discussed in Section III, *Air Quality*, the Project Site is located within a TPA that would provide future residents with publicly accessible transportation options to reduce the need for automobile trips. The Project would provide bicycle parking, retain existing bicycle lanes and install new Class I bicycle lanes to encourage non-motorized travel. Additionally, the vehicle parking spaces proposed on the Project Site would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with EV charging stations. As such, the Project would minimize operational transportation fuel demand and avoid the wasteful, inefficient or unnecessary use of energy. Therefore, impacts would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

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

⁴³ California Gas and Electric Utilities, *2020 California Gas Report*, 2020,

[https://www.socalgas.com/sites/default/files/2020-](https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf)

[10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf](https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf), accessed June 11, 2021.

⁴⁴ Information regarding vehicle fleet taken from EMFAC2017 and assumes a 6.95 percent of diesel vehicles which includes truck trips.

⁴⁵ California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018, <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>, accessed June 11, 2021.

⁴⁶ California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018, <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting>, accessed June 11, 2021. Diesel is adjusted to account for retail (47.2 percent) and non-retail (52.8 percent) diesel sales.

decreasing per-capita water use, using energy efficient appliances and equipment, and creating a more livable city.

In accordance with AB 32 and Executive Order S-03-05, the City adopted the GGRP in 2013, to implement the GHG policies found in Burbank2035. Although the plan is intended to reduce GHG, the implementation of its long term strategies to reduce GHG would also result in the efficient use of energy consumption throughout the City.

The GGRP provides a current GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the General Plan's Air Quality and Climate Change Element. Most GHG emissions come from energy used in buildings and gasoline burned in motor vehicles, with water and waste related emissions contributing relatively smaller proportions.⁴⁷ The City has a 2020 reduction target of 15 percent below 2010 levels and a 2030 reduction goal of 30 percent below 2010 levels.

The Project was evaluated for consistency with the Burbank2035. Applicable goals and policies related to energy from the Burbank2035 Land Use Element and Conservation and Open Space Element are listed below.

Land Use Element

Goal 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.

Policy 2.6: Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.

Open Space and Conservation Element

Goal 10: Conserve energy, use alternative energy sources, and promote sustainable energy practices that reduce pollution and fossil fuel consumption.

Policy 10.1: Incorporate energy conservation strategies in City projects.

Policy 10.2: Promote energy-efficient design features to reduce fuel consumption for heating and cooling.

Policy 10.4: Encourage residents and businesses to reduce vehicle use or to purchase alternative fuel vehicles.

Policy 10.7: Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.

Construction

The Project would utilize construction contractors who demonstrate compliance with applicable regulations. Construction equipment would comply with applicable Federal, State, and regional

⁴⁷ City of Burbank, Upcoming GGRP Project, <https://www.burbankca.gov/web/community-development/climate-action-plan>, accessed May 9, 2021.

requirements that reduce energy consumption. As discussed above, the USEPA and the National Highway Traffic Safety Administration (NHTSA) have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.⁴⁸ USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.⁴⁹ The Project would be in compliance with these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards and these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes at a location and the phase-in of off-road emission standards that result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy.

Operations

Energy saving and sustainable design features would be incorporated into the Project as the proposed buildings would comply with 2019 Title 24 CCR. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. The Project would include ENERGY STAR-rated appliances and install energy efficient HVAC systems. Solar panels would be installed on the proposed office building and office parking structures as well as Solar ready wiring on the roof level would be installed on the proposed office building, office parking structures, and the residential buildings. All glass used in the building design would have minimal reflectivity to reduce glare and, thus, heat to surrounding neighbors. The Project would incorporate efficient water management and sustainable landscaping to reduce water usage. The Project would also include a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street. The Project would provide 13 short-term bicycle parking spaces and 38 long-term bicycle parking spaces for the residential uses and 4 short-term bicycle parking spaces and 2 long-term bicycle parking spaces for the office uses which would encourage alternative modes of transit and reduce fuel usage from vehicle trips to and from the Project Site. In addition, the vehicle parking spaces proposed on the Project Site would be capable of supporting future EVSE, as well as equipped with EV charging stations.

The State and the City have implemented energy policies relevant to the Project. The California Renewables Portfolio Standard (RPS) was established in 2002 and required retail sellers of

⁴⁸ USEPA, *Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles*, August 2011.

⁴⁹ USEPA, *Federal Register*/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016.

electricity, including investor-owned utilities and community choice aggregators (CCAs), to provide at least 20 percent of their supply from renewable sources by 2013. SB 350 (Chapter 547, Statutes of 2015) is the most recent update to the State’s RPS requirements. The RPS requires publicly owned utilities and retail sellers of electricity in California to procure 33 percent of their electricity sales from eligible renewable sources by 2020 and 50 percent by the end of 2030. In September 2018, Governor Jerry Brown signed SB 100, which further increased California’s RPS and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. The City of Burbank was ahead of the 2020 goal by reaching 33.3 percent renewable energy in the fiscal year 2016-2017 and is currently at 33.6 percent renewable energy for the 2019-2020 fiscal year. The City meets or exceeds RPS requirements for utilizing renewable energy and, therefore, the Project, which receives electricity from the City, is in compliance with RPS requirements.

As discussed above, the Project would comply with the applicable provisions of 2019 Title 24 Standards, the City’s General Plan regarding energy conservation, and the CALGreen Code in effect at the time of building occupancy. As such, the Project would minimize energy demand. Additionally, the Project’s mixed-use design and land uses within an urban infill location would provide additional housing and jobs near existing job centers. Thus, since the Project is consistent with SCAG growth projections and would comply with State and local regulations to reduce energy consumption, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant, and no mitigation measures are required.

VII. Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less-than-Significant Impact. Based on criteria established by the California Geologic Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures. Surface rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake.⁵⁰

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface fault rupture potential of these buried thrust faults is inferred to be low. However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture at magnitudes higher than 6.0 cannot be precluded.

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines “active” and “potentially active” faults utilizing the same aging criteria as that used by the CGS, described above. However,

⁵⁰ California Department of Conservation, Alquist-Priolo Earthquake Fault Zones, <https://www.conservation.ca.gov/cgs/alquist-priolo>, accessed May 11, 2021.

established State policy has been to zone only those faults, which have direct evidence of movement within the last 11,000 years.

As discussed in the Updated Geotechnical Investigation (Appendix E) prepared for the Project, the Project Site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.⁵¹ No Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of the Project is considered low. The closest surface trace of an active fault to the Project Site is the Verdugo Fault, which is located approximately 1.2 miles to the northeast. Other nearby active faults are an Unnamed Fault, the San Fernando Fault Zone, the Hollywood Fault, the Sierra Madre Fault Zone, and the Raymond Fault located approximately 1.2 miles southwest, 5.9 miles north, 5.9 miles south, 6.1 miles northeast, and 8.2 miles southeast of the Project Site, respectively. The active San Andreas Fault Zone is located approximately 28 miles northeast of the Project Site.

The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, the Project would be required to comply with the existing building, grading, and seismic regulations of the City of Burbank Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these regulations is required by BMC 9-1-16, which requires the City to review and approve a design-level geotechnical report for the Project prior to the issuance of grading permits. Furthermore, the design-level geotechnical report would incorporate the building construction and design recommendations contained in the Updated Geotechnical Investigation prepared for the Project.

Therefore, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. Thus, the Project's impacts associated with seismic hazards would be less than significant, and no mitigation measures are required.

ii. Strong seismic ground shaking?

Less-than-Significant Impact. As discussed above, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and was concluded to have a low potential for surface rupture beneath the Project Site. However, the nearest earthquake fault, the Verdugo Fault, is located approximately 1.2 miles from the Project Site. Therefore, the Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, the Project would be required to comply with the existing building, grading, and seismic regulations of the City of Burbank Building Code, which incorporates the UBC and CBC. Compliance with these regulations is required by BMC 9-1-16, which requires the City to review and approve a design-level geotechnical report for the Project prior to the issuance of grading permits. Furthermore, the design-level geotechnical report would incorporate the building construction and design recommendations contained in the existing Geotechnical Investigation

⁵¹ Geocon West Inc., *Updated Geotechnical Investigation, Proposed Mixed-Use Development 2311 North Hollywood Way, Burbank, California PM 269-99-100 Lot 1*, May 7, 2021 [provided as Appendix E to this SCEA].

prepared for the Project. Therefore, the Project would not expose people or structures to substantial adverse effects associated with strong seismic ground-shaking. Thus, the Project's impacts associated with seismic ground-shaking would be less than significant, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid. As discussed in the Updated Geotechnical Investigation prepared for the Project, the Project Site is not located in an area designated as having a potential for liquefaction. The historic high groundwater level in the vicinity of the Project Site is at a depth of 50 to 60 feet; therefore, the potential for liquefaction and associated ground deformations beneath the Project Site is considered very low. Additionally, as described in the Hydrology and Water Quality Technical Report (Appendix H) prepared for the Project, the Project Site is 95 percent impervious in the existing conditions and, therefore, there is minimal groundwater recharge potential. Given these factors, the Project would not expose people or structures to substantial adverse effects associated with seismic-related ground failure, including liquefaction. Thus, the Project's impacts associated with seismic-related ground failure, including liquefaction, would be less than significant, and no mitigation measures are required.

iv. Landslides?

Less-than-Significant Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. According to the Updated Geotechnical Investigation prepared for the Project, the Project Site is relatively level and the topography in the immediate vicinity slopes gently to the southeast. The City of Burbank Safety Element and the County of Los Angeles Safety Element indicate the Project Site is not located within a "hillside area" or within an area identified as having a potential for slope instability. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the Project is considered low.

The Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides and impacts would be less than significant. No mitigation measures are required.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. A project would have a significant impact related to geology and soils if the Project would result in substantial soil erosion or the loss of topsoil. During construction, soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via

stormwater runoff from the Project Site. However, construction activities would be carried out in accordance with applicable City standard erosion control practices required pursuant to the CBC and the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB), as applicable. Consistent with these requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared that incorporates Best Management Practices (BMPs) to control water erosion during the Project's construction period. In addition, the Project would be required to comply with BMC Chapter 1, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels.

Following Project construction, the Project Site would be similar to existing conditions and return to a mostly impervious state (i.e., minimal exposed soils) with pervious areas consisting of only landscaped areas. Thus, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. No mitigation measures are required.

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

Less-than-Significant Impact. As described in the Updated Geotechnical Investigation prepared for the Project, the Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act. No active faults are known to pass through the immediate Project vicinity, and the Project Site is not within an area that could potentially result in a landslide, lateral spreading, subsidence, liquefaction, or collapse. As described in the Updated Geotechnical Investigation, the Project Site is underlain by artificial fill and alluvial fan deposits consisting of silt, sand, and gravel. The artificial fill is characterized as slightly moist and loose to medium dense and the alluvial fan deposits are characterized as dry to moist and loose to very dense. These soils may have the potential to result in lateral spreading, be unstable, or become unstable as a result of Project development; however, the Project would comply with recommendations from the Updated Geotechnical Investigation, which would ensure impacts remain less than significant. These recommendations will ensure that foundations and slabs will derive support from the upper five feet of existing site soils, which are considered to be stable, to reduce the possibility of impacts due to unstable soils or lateral spreading. Furthermore, regarding subsidence, as described in the Updated Geotechnical Investigation, the Project Site is not located within an area of known ground subsidence and no known large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the Project Site vicinity. The Project Site is located in the seismically active region of southern California; however, through compliance with existing regulatory requirements as well as the recommendations described in the Updated Geotechnical Investigation, the Project would not cause the geologic unit or soil to become unstable and does not have the potential to result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Thus, the Project's impacts associated with being located on a geologic unit or soil that

is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, would be less than significant. No mitigation measures are required.

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

Less-than-Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. As described above, the Project Site is underlain by artificial fill and alluvial fan deposits consisting of silt, sand, and gravel. The artificial fill is characterized as slightly moist and loose to medium dense and the alluvial fan deposits are characterized as dry to moist and loose to very dense. The upper five feet of existing soils encountered on the Project Site are considered to have a very low expansive potential and are classified as non-expansive in accordance with the 2019 CBC Section 1803.5.3. As described in the Updated Geotechnical Investigation, the development of the Project would not result in hazards from future landsliding, settlement, slippage, shrinkage, or expansion, as long as the recommendations presented in the Updated Geotechnical Investigation are followed - specifically, that the building foundations and slabs derive their support from the upper 5 feet of non-expansive soils. Moreover, pursuant to the City's Building Code, which adopts the CBC, and applicable regulations, design and construction of the Project would be required to incorporate the recommendations from the Updated Geotechnical Investigation to protect against risks associated with expansive soils. These measures include compliance with the City's building permit requirements and site-specific engineering recommendations based upon the recommendations of a licensed geotechnical engineer and a required design-level geotechnical report containing the recommendations of the existing geotechnical report, which is to be approved by the City, as described above. Thus, impacts associated with being located on expansive soils would be less than significant, and no mitigation measures are required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. The Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur, and no mitigation measures would be required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. As discussed in the Paleontological Resources Memorandum (Appendix F), geologic mapping by Dibblee and Ehrenspeck indicates that the surficial sediments underlying the Project Site are Holocene-age alluvial sediments (Qa)

(Dibblee & Ehrenspeck, 1991). Boring logs taken at the Project Site indicate that the top 2 feet below ground surface (bgs) is artificial fill; alluvial fan deposits were encountered beneath the fill between 3 and 30.5 feet bgs, with 30.5 feet bgs being the total depth of the boring.

A database search from the Natural History Museum of Los Angeles County (LACM) for records of fossil localities in and around the Project Site demonstrated that there are no fossils from within the Project area. Several fossils occur at depth from 20 to 100 feet below ground surface in older alluvium outside the Project area. Based on the museum records search and additional information from the published literature, as well as guidance from the Society for Vertebrate Paleontology (SVP), the Project is considered “low sensitivity.” This recommendation is based on the age of the alluvium (Holocene) and the predicted depth of construction.

Ground disturbing activities associated with the Project would not impact fossil resources as the units at the surface are too young to host fossils. While it is possible that deep excavations may strike older units, the evidence is that fossil bearing units are deeper than the maximum excavation. To best mitigate against unanticipated fossils, the following measures are recommended: the retention of a qualified paleontologist, paleontological resources sensitivity training, and inadvertent discovery protocols.

It is not likely that excavation for the Project would impact paleontological resources. Because subsurface geology is, by its nature, unknown there may be a potential for the discovery of unanticipated resources if older Pleistocene alluvium is impacted. To reduce the potential impacts to less than significant, Mitigation Measures MM-GEO-1 and MM-GEO-2 are recommended, based on the SVP (2010) procedural guidelines.

Mitigation Measures

MM-GEO-1: Prior to any project ground disturbance activities, a qualified paleontologist shall be retained by the Project Applicant to prepare a Worker’s Environmental Awareness Program (WEAP) and train all construction personnel prior to the start of any construction activities. The WEAP training shall include, at a minimum, the following information:

Review of local and State laws and regulations pertaining to paleontological resources;

Types of fossils that could be encountered during ground disturbing activity;

Photos of example fossils that could occur on site for reference; and

Instructions on the procedures to be implemented should unanticipated fossils be encountered during construction, including stopping work in the vicinity of the find and contacting a qualified professional paleontologist.

MM-GEO-2: In the event an unanticipated fossil discovery is made during ground disturbing activities, construction activities shall halt in the immediate vicinity of the fossil, and the qualified professional paleontologist retained by the Project Applicant shall be notified to evaluate the discovery, determine its significance, and evaluate whether additional mitigation or treatment is warranted. Work in the area of the discovery shall resume once the find is properly documented and authorization is given by the qualified paleontologist to resume construction work. Any significant paleontological resources

found shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. CEQA Guidelines Section 15064.4 provides guidance to lead agencies for determining the significance of impacts from GHG emissions. Section 15064.4(a) provides that a lead agency shall make a good-faith effort based, to the extent possible, on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Section 15064.4(a) further provides that a lead agency shall have the discretion to determine, in the context of a particular project, whether to: (1) quantify GHG emissions resulting from a project; and/or (2) to rely on qualitative analysis or performance-based standards.

CEQA Guidelines Section 15064.4(b) also provides that, when assessing the significance of impacts from GHG emissions, a lead agency should focus the analysis on the reasonably foreseeable incremental contribution of the project’s emissions to the effects of climate change and consider a timeframe that is appropriate for the project. The lead agency’s analysis should reasonably reflect evolving scientific knowledge and State regulatory schemes, and consider: (1) the extent to which the project may increase or reduce GHG emissions compared with existing conditions; (2) whether the project’s GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The analysis of the potential impacts from the Project’s GHG emissions follows this approach.

The CEQA Guidelines do not provide numeric or qualitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance of GHG emissions up to the lead agency and authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (CEQA Guidelines Sections 15064.7(b) and 15064.7(c)). State CEQA Guidelines Section 15064(h)(3) allows a lead agency to reach a less-than-significant conclusion for GHG emissions if the project complies with a program and/or other regulatory scheme to reduce GHG

emissions. Neither the City nor the SCAQMD has adopted a GHG significance threshold for land use development projects (e.g., residential/commercial projects).

In the absence of quantitative GHG thresholds and/or a qualified GHG reduction plan for use by a project to tier or streamline its environmental analysis, CEQA provides that a lead agency could rely on regulatory compliance to show a less-than-significant GHG impact if the project complies with or exceeds those programs adopted by the CARB or other State agencies. The Project is expected to be in operation by 2026. With respect to GHG regulations in the post-2020 period, the State has established a GHG emissions reduction target for 2030 that has been codified in law through SB 32 and CARB's 2017 Climate Change Scoping Plan was adopted to meet this goal. Therefore, 2030 marks the next statutory statewide milestone target applicable to the Project. The plan to achieve these statewide emission reduction goals is provided by the 2017 Climate Change Scoping Plan (and future updates) and demonstrating consistency with the 2017 Climate Change Scoping Plan would demonstrate that the Project is doing its fair share towards achieving statewide reduction targets.

Overall, in the absence of any adopted quantitative threshold and in accordance with case law and the CEQA Guidelines, the City, the lead agency, has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with applicable regulatory plans and policies to reduce GHG emissions. The most relevant plans to the Project are CARB's 2017 Climate Change Scoping Plan, SCAG 2020–2045 RTP/SCS, and the City's GGRP. Therefore, if the Project is consistent with these plan, its GHG impacts would be considered less than significant.

According to Governor's Office of Planning and Research, GHGs and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective.⁵² Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein analyzes the Project's GHG emissions and the cumulative contribution of Project-related GHG emissions.

Greenhouse Gases

State-regulated GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF₃), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). CO₂ is the most abundant GHG in the atmosphere. The GHG emissions that would be emitted by the Project and of concern associated with the Project would CO₂, CH₄, and N₂O.

Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in their equivalent mass of CO₂, denoted as CO₂e. These GHG emissions are calculated by converting the pollutant-specific emissions to CO₂e emissions by applying a global warming potential (GWP) value. These GWP values are available from the United Nations Intergovernmental Panel on Climate Change (IPCC) and are published in IPCC documents such as

⁵² California Air Pollution Control Officers Association (CAPCOA), *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

the *Fourth Assessment Report* (AR4).⁵³ The GWP values in the AR4 are consistent with those used in CARB’s current statewide GHG emissions inventory and the 2017 Climate Change Scoping Plan. By applying the GWP values, a project’s GHG emissions can be tabulated in units of metric tons (MT) of CO₂e per year.

CEQA Streamlining SB 375

California Public Resource Code (PRC) Section 21159.28 was enacted in 2008 with the passage of Senate Bill 375. Section 21159.28 provides that residential and mixed-use projects that meet certain criteria are eligible for CEQA streamlining, provided that CARB has accepted the Metropolitan Planning Organization’s determination that the project region’s SCS achieves the GHG emission reduction targets established by CARB for the region. PRC Section 21159.28 establishes the following eligibility criteria for projects to qualify for SB 375 CEQA streamlining:

The project must be either a residential or mixed-use residential project where at least 75 percent of the total building square footage of the project consists of residential use, or a project that is a Transit Priority Project (TPP) as defined in Section 21155.

The project must be consistent with the use designation, density, building intensity, and applicable policies specified for the project area in a CARB-accepted SCS.

The project must incorporate the mitigation measures required by an applicable prior environmental document.

In cases where a project meets the applicable criteria under Section 21159.28, the project would qualify for SB 375 CEQA Streamlining whereby no environmental analysis is required of: (1) project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network; or (2) growth-inducing impacts. As discussed in Chapter 4, *SCEA Criteria and Transit Priority Project Consistency Analysis*, the Project has been determined to meet the applicable criteria of Section 21159.28 for CEQA streamlining. As such, no analysis of GHG emission impacts resulting from passenger cars and light-duty trucks associated with the Project is required (see Chapter 4 of this SCEA for the detailed analysis demonstrating that the Project meets the requirements of SB 375).

CEQA Guidelines Section 15126.2 requires a lead agency to assess the impact of a proposed project by evaluating “changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.” Consistent with CEQA Guidelines Section 15126.2, the Project’s GHG emissions are assessed by considering the changes to the existing setting as of the time the environmental analysis commenced. Therefore, consistent with the CEQA Guidelines, for the purposes of this analysis, it is considered reasonable and consistent with criteria pollutant calculations to consider those GHG emissions, occurring both on- and off- the Project Site, resulting from Project-related incremental (net) increase in the use of on-road mobile vehicles (excluding passenger cars and light-duty trucks), electricity, natural gas, stationary sources,

⁵³ Intergovernmental Panel on Climate Change, *Fourth Assessment Report: The Physical Science Basis, Summary for Policy Makers*, 2007, https://www.ipcc.ch/pdf/assessment-report/ar4/wg1/ar4_wg1_full_report.pdf, accessed September 2018.

wastewater and solid waste generation compared to existing conditions. The SCAQMD released a *Draft Guidance Document* that uses the term “incremental” throughout, which has the same meaning as a Project’s “net” change in GHG emissions.⁵⁴ Therefore, it is clear that the analysis of the Project’s net GHG emissions is an appropriate comparison metric, supported by substantial evidence, and consistent with CEQA Guidelines Section 15126.2.

This analysis includes Project construction activities including demolition, hauling and construction worker trips, and Project operational activities including on-going building energy demand and motor vehicle trips to and from the Project site. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, solid waste handling, and an emergency generator. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis. In order to report total GHG emissions using the CO₂e metric, the GWP ratios corresponding to the global warming potential of CO₂ over a 100-year period is used in this analysis.

Construction Emissions

Construction activities associated with the Project would generate emissions of CO₂ and, to a lesser extent, CH₄ and N₂O, which are emitted by the combustion of fossil fuels, including diesel and gasoline fuels, from heavy-duty construction equipment, haul and vendor trucks, and worker vehicle trips. Water used for dust control and electricity at a temporary on-site construction office trailer would result in small amounts of indirect GHG emissions. Construction-period GHG emissions were quantified based on the same construction schedule, activities, and equipment list as described above under response to Checklist Question III.b. The SCAQMD recommends calculating the total GHG emissions attributable to a project’s construction activities, amortizing the one-time occurrence of those construction GHG emissions over the life of the project, and including the amortized value as part of a project’s annual operational GHG emissions. To amortize the total construction GHG emissions over the life of the Project, the emissions are divided by a presumed 30-year Project life. The amortized emissions are then added to the Project’s annual operational-phase GHG emissions. As such, the Project’s construction GHG emissions are included in the Project’s annual operational-phase GHG emissions. The assumptions and methodology used to calculate construction GHG emissions are provided in Appendix A.

Operational Emissions

As with construction, operational activities associated with the Project would generate emissions of CO₂ and, to a lesser extent CH₄ and N₂O, which are emitted by the combustion of fossil fuels, including diesel and gasoline fuels, from motor vehicle trips to and from the Project site, building energy demand, and water supply and conveyance, wastewater treatment, and municipal solid waste decomposition. Operational sources of GHG emissions from the Project would be generated by both area and mobile sources because of normal day-to-day activities. Area source emissions would be generated by the consumption of natural gas for space and water heating devices while mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

⁵⁴ SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, 2008, Appendix E, p. 2-6, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2), accessed September 2018.

Indirect GHG emissions would occur from electricity demand to power on-site equipment (i.e., HVAC units) and lighting for the Project Site, water consumption for indoor and outdoor water use, and waste generated by Project uses. Electricity-related GHG emissions are based on the maximum electricity demand for the Project and CO₂ intensity factors for BWP, which is the local electricity provider for the Project Site. The assumptions and methodology used to calculate operational GHG emissions are provided in Appendix A.

The Project would result in a net change in Project Site emissions of GHGs. Existing operational GHG emissions would be related to the existing retail use at the Project Site. For the purpose of this analysis, the existing operational GHG emissions were calculated for the existing building, which represents the Project Site’s baseline GHG emissions. The Project’s annual GHG emissions, calculated for the Project’s anticipated opening year of 2026, are shown in **Table 5-8, Annual Project Greenhouse Gas Emissions**. The emissions represent the Project’s maximum GHG emissions that would occur in a year, since future year GHG emissions would decline as a result of lower vehicle emissions in the future from more stringent vehicle emissions standards in accordance with State law, lower energy emissions in the future from a greater percentage of electricity supplied by renewable energy in accordance with State law, and lower waste-related emissions from greater waste diversion, including organic waste diversion, in accordance with State law. Supporting details regarding the GHG emission calculations are provided in Appendix A.

**TABLE 5-8
 ANNUAL PROJECT GREENHOUSE GAS EMISSIONS**

Emissions Sources	CO₂e (Metric Tons per Year)^a
Area	15
Electricity	2,169
Natural Gas	702
Mobile	6,442
Waste	320
Water	511
Construction (Amortized) ^b	117
Project Total	10,277
Existing	2,830
Project Net Total GHG Emissions	7,442

SOURCE: ESA, 2021.

NOTES:

^a Totals may not add up exactly due to rounding in the modeling calculations. See Appendix D for details.

^b Construction emissions are amortized over 30 years.

The Project’s GHG emissions conservatively assumes that vehicle trips to and from the Project Site are all net new vehicle trips. In reality, some future residents, employees and visitors to the amenities provided by the Project’s urban infill land uses likely already make vehicle trips within the region and generate mobile-source emissions under existing conditions. In other words, the new mixed-use development implemented pursuant to the Project, if approved, would likely redistribute some existing vehicle trips from other developments. In such cases, regional mobile source

emissions could be moderately changed or even reduced if a new mixed-use development is located closer to customers compared to an existing development. It is unknown at this time to what extent the Project's new urban infill land uses implemented pursuant to Project approval would result in net new emissions or would relocate or redistribute existing sources of emissions. Therefore, the GHG emissions shown in Table 5-8 are based on the highly conservative assumption that operation of the land uses proposed under the Project would result in all net new motor vehicle trips and associated emissions from mobile sources.

Project operational-related GHG emissions would decline in future years as emissions reductions from applicable regulatory plans and policies are fully realized. Emissions reductions from the Project's two highest GHG-emitting sources, mobile and electricity, would occur over the next decade, and beyond, ensuring that the Project's total GHG emissions would be further reduced. Emissions from electricity would decline as utility providers, including BWP, meet their RPS obligations to provide 60 percent of their electricity from renewable electricity sources by 2030 consistent with SB 100, that would achieve additional reductions in emissions from electricity demand. Project emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles, resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards in accordance with the State's Advanced Clean Cars Program.

As stated above, the estimate of the Project's annual GHG emissions is not intended to assess the Project's GHG impacts, as there is no applicable quantitative threshold. Instead, it is included for disclosure purposes. As demonstrated below, the Project would be consistent with CARB's 2017 Climate Change Scoping Plan, SCAG 2020–2045 RTP/SCS, the City's Green Building Code (which adopts the 2019 California Green Building Standards Code, or CALGreen), and the City's GGRP. Therefore, the Project's GHG impacts would be less than significant, and no mitigation measures are required.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. A significant impact would occur if the Project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment by conflicting with applicable regulatory plans and policies to reduce GHG emissions as discussed within CARB's Climate Change Scoping Plan, SCAG's 2020-2045 RTP/SCS, and the City's Green Building Code, and the City's GGRP. Consistency with these plans and policies are summarized below. A full description is provided in the Air Quality and GHG Technical Report included as Appendix A.

CARB's Climate Change Scoping Plan

The Climate Change Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As detailed in Chapter 3, *Project Description*, the Project would include sustainability features to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and

regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

The Project also would not conflict with or impede the future statewide GHG emission reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. These potential strategies include renewable resources for half of the State's electricity by 2030, increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting other alternative transportation options, and use of high efficiency appliances, water heaters, and HVAC systems.⁵⁵ The Project would be consistent with reducing the rate of growth in VMT by providing several design features including new Class I bicycle lanes along with retaining the existing bicycle lanes and provide for on-site bicycle parking for residents and office employees that would encourage the use of non-automobile modes to and from the Project by giving residents and employees the option to use bicycles to travel to and from the Project Site; therefore, reducing vehicle trips and VMT. The Project would widen the sidewalks on all public frontages, as well as provide new sidewalks throughout the Project Site. The enhanced pedestrian connectivity would encourage pedestrian trips to and from the Project Site and improve access to public transit. Additionally, the Project is located in a TPA and served by public transit, including bus lines and a Metrolink station. As detailed in Section XVII., *Transportation*, below, the Project would generate at least 15 percent lower VMT per capita than the Los Angeles County average, resulting in a less-than-significant VMT impact. The Project would further reduce single-occupancy trips to the Project Site through transportation demand management (TDM) strategies, which include reduced vehicular parking supply, provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the Project Site.

While CARB is in the process of developing a framework for the 2030 reduction target in the Climate Change Scoping Plan, the Project would support or not impede implementation of these potential reduction strategies identified by CARB. As described in Chapter 3, *SCEA Criteria and TPP Consistency Analysis*, the Project would be consistent with the general plan designation, density, building intensity, and applicable policies defined by the 2016 and 2020 SCAG RTP/SCS and is located within one-half mile of a major transit stop. For transportation, the project satisfies the City's screening criteria to have a less than significant VMT impact. In addition, the project would reduce VMT and GHG emissions by including reduced vehicular parking supply, bicycle parking and infrastructure, and pedestrian network improvements. These project elements would be consistent with smart land use development in an urban infill location that is already served by transit. Furthermore, external factors such as improving vehicle fuel efficiency and the State's renewable energy portfolio mandates would continue to reduce the project's GHG emissions. As such, the project would be on track to comply with future GHG emissions goals in 2030 and 2050. A more detailed description of how the Project would be consistent with the Climate Change Scoping Plan is provided in the Air Quality and GHG Technical Report included as Appendix A.

⁵⁵ Energy + Environmental Economics, *Summary of the California State Agencies' PATHWAYS Project: Long-Term Greenhouse Gas Reduction Scenarios*, April 6, 2015, https://www.arb.ca.gov/html/fact_sheets/e3_2030scenarios.pdf, accessed May 2017.

SCAG’s Connect Social 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG Connect Social 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) seeks improved mobility and accessibility and seeks to implement strategies that “alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.”^{56,57} The 2020 RTP/SCS includes “more compact, infill, walkable and mixed-use development strategies to accommodate new region’s growth would be encouraged to accommodate increases in population, households, employment, and travel demand.”⁵⁸ Moreover, the 2020 RTP/SCS states the focus would be “growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions.”⁵⁹

The Project would not conflict with the 2020 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better “placemaking,” provide more transportation choices, and reduce vehicular demand and associated emissions. Therefore, the Project would not conflict with the GHG reduction-related actions and strategies contained in the 2020 RTP/SCS. In fact, as discussed above, the Project’s location and development comply with the recommendations in these documents and would meet their goals.

The Project Site’s urban infill location and the Project’s mixed-use design and land uses, which increase the density at a site located within a TPA, as defined by SB 743, and a HQTA, as defined by SCAG, would support measures related to reducing vehicle trips for residents, patrons, and employees by increasing residential and commercial density near public transit. The Project would also provide a total of 57 short-term and long-term bicycle parking spaces, retain existing bicycle lanes and install new Class I bicycle lanes to encourage non-motorized travel.

The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan area. The Project Site is located within 0.1 miles of bus lines, which serve the Los Angeles County Metropolitan Transportation Authority (Metro) Line 222 bus and the BurbankBus NoHo-Airport Route. The Project Site is also served by Metro Rapid Line 794 and Metro Bus Lines 169, 165, 164, and 94 all within half a mile of the Project. Additionally, the Project Site is located 554 feet (0.1 miles) southeast of the Burbank Airport – South Metrolink Station that connects to the Metro Union Station. The increased density by the Project would encourage transit ridership and decrease vehicle trips, VMT, and associated GHG emissions.

Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project would also include a pedestrian friendly design with ground floor restaurant uses, common and private open spaces, and outdoor seating to

⁵⁶ SCAG, *2020–2045 RTP/SCS*, September 2020, p. 129.

⁵⁷ SCAG, *2020–2045 RTP/SCS*, September 2020, p. 51.

⁵⁸ SCAG, *Program Environmental Impact Report – 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, May 2020, p. 3.8-62.

⁵⁹ SCAG, *Program Environmental Impact Report – 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, May 2020, p. 3.8-14, 65.

activate the street. The Project Site is within walking distance of the airport and existing office, institutional, recreational, and neighborhood-serving commercial uses. Therefore, the location of the Project encourages mobility and accessibility for residents, employees, and visitors of the Project Site by providing multi-modal transportation options. This would allow for lower transportation costs for the Project's future residents. The Project would also contribute to the increase of person and goods movement by providing housing near transit stops and stations. Vehicle parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), as well as equipped with electric vehicle (EV) charging stations consistent with the CALGreen Code. A total of 1,613 vehicle parking spaces would be provided.⁶⁰ As such, the Project would not conflict with regional plans to reduce VMT and associated GHG emissions. A more detailed description of how the Project would not conflict with the 2020 RTP/SCS is available in the Air Quality and Greenhouse Gas Technical Appendix A.

City's Greenhouse Gas Reduction Plan (GGRP)

The City has a GHG reduction target of 15 percent below 2010 levels by 2020 and a reduction goal of 30 percent below 2010 levels by 2035. In order to achieve these goals, the City has identified actions and measures to reduce GHG emissions stated in the City's General Plan Program: *Air Quality and Climate Change Element and the City's GGRP*. The City's GGRP, implemented in February 2013, contain emission reductions measures and action to reduce GHG emissions and improve overall air quality and environmental health.

The Project would incorporate GHG reduction measures that are consistent with the GGRP's goals and polices. As previously stated, the Project is located in a TPA that served by public transit, including bus lines and a Metrolink station that connects to Metro's Downtown Los Angeles Union Station. The Project would provide both short-term and long-term bicycle parking spaces for both residential and office uses and the Project would include supporting future EVSE and EV charging stations. The Project would also provide for a pedestrian friendly design to activate the street with approximately 60 trees planted in the City's right-of-way and 230 interior and canopy trees.

As previously mentioned, the City adopted the 2019 California Green Building Standards Code, or CALGreen and the Project would comply with the mandatory requirements for new residential and non-residential projects. Therefore, the Project would be consistent with the City's Green Building Code. Given this compliance and for the reasons described above, the Project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Therefore, the Project's GHG impacts would be less than significant.

⁶⁰ The number of parking spaces was updated after the analysis was completed. The analysis accounted for a large land use consisting of 1,613 vehicle parking spaces presenting a more conservative approach.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant with Mitigation Incorporated. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All Project construction activities would demonstrate compliance with the applicable laws and regulations governing the

use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.

A Phase I Environmental Site Assessment (ESA) (Appendix G-1) was prepared to assess the potential for Project implementation to result in impacts related to hazards and hazardous materials.^{61,62} Based on the recommendations contained in the Phase I ESA, a Phase II ESA (Appendix G-2), was prepared and a soil vapor survey was conducted to evaluate the potential for vapor intrusion issues at the Project Site.

The Phase I ESA identified recognized environmental conditions (RECs), controlled RECs, and/or environmental issues in connection with the Project Site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A controlled REC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. If RECs or environmental issues in connection with hazards or hazardous materials on the Project Site are identified, the Project may result in a significant impact related to the creation of a hazard to the public or environment.

The Phase I ESA identified that the Project Site's prior use as a Lockheed Martin plant facility and offices on the southern portion of the site and a gasoline service station/automotive repair operation on the northeastern portion of the site. The former gasoline service station/automotive repair included operation of four (4) 12,000-gallon PCE underground storage tanks (USTs), one 550-gallon waste oil UST, one concrete 1,600-gallon clarifier, and seven (7) dispensers. The former gasoline service station/automotive repair operation was demolished in 1992 and the former USTs and associated features were removed and the remaining soils were tested for contamination. Test results found that contamination from volatile organic compounds (VOCs), PCEs, and total petroleum hydrocarbons (TPH) were found in the upper 10 feet of soil. Approximately 1,380 tons of PCE-and diesel/oil-impacted soil was excavated from the site and further testing showed that the site had been remediated adequately in accordance with the requirements of the Cleanup and Abatement Order No. 87-161, which is associated with the cleanup of several Lockheed plants in the Burbank area. Thus, the California Regional Water Quality Control Board (RWQCB) issued a No Further Action status to the Project Site and the site was removed from Cleanup and Abatement Order No. 87-161. However, based on the regulatory closure with residual PCE-impacted soil left in place, the historical usage of the Project Site, and associated closed release case, the Phase I ESA determined that this is considered a CREC for the Project. Thus a Phase II ESA was recommended to conduct a soil vapor survey to evaluate the potential for vapor intrusion issues at the Project Site.

⁶¹ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

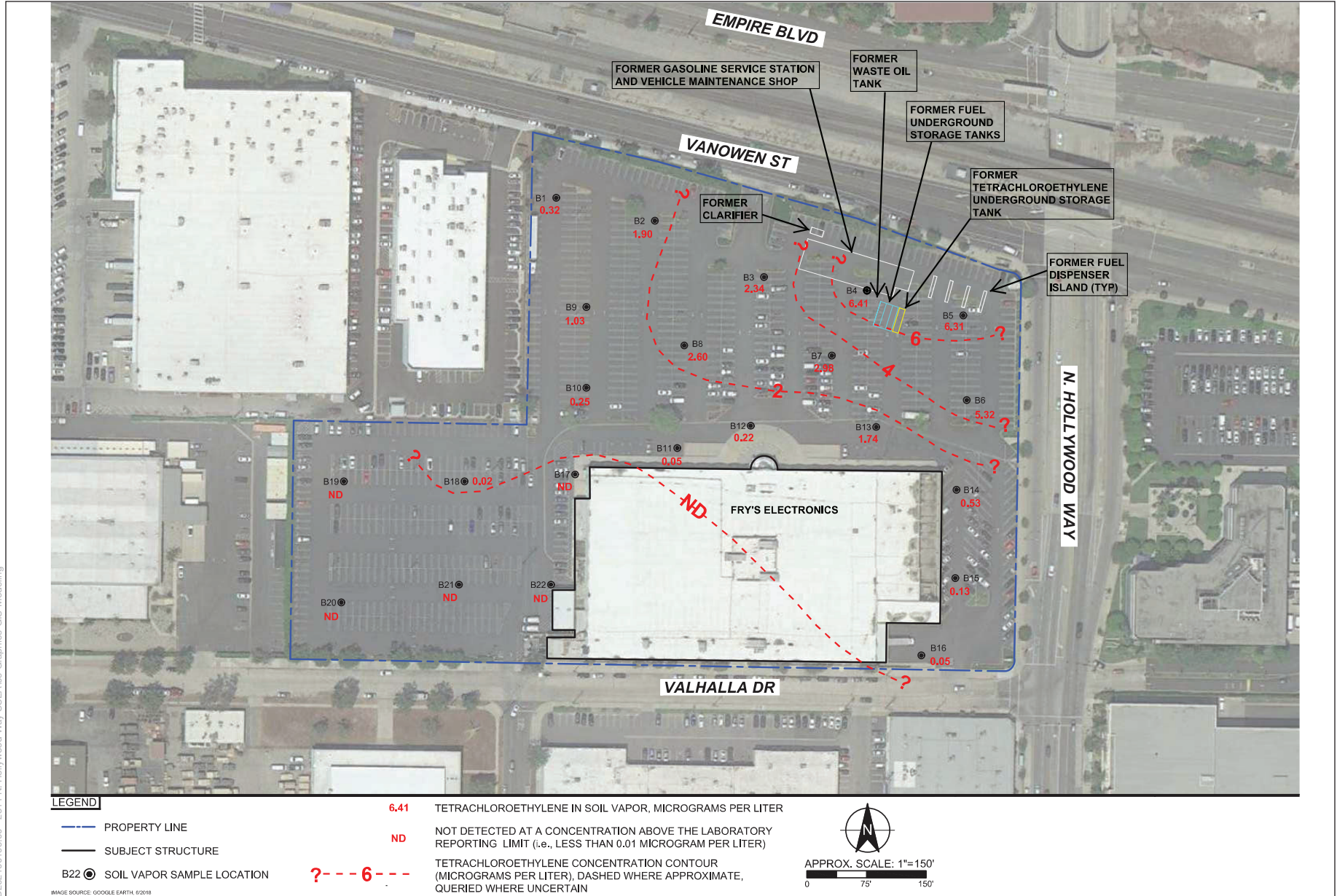
⁶² EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

As a part of the Phase II ESA, soil vapor samples were collected at 22 locations in the exterior portions of the Project Site as shown in **Figure 5-9**, *Soil Vapor Survey Area*, and these were analyzed for VOCs to evaluate for potential vapor intrusion conditions. PCE was detected at 19 of the 24 soil vapor samples, with the highest concentrations in the northeast portion of the Project Site. PCE was not detected in the samples in the southwest portion of the site. To reduce the potential impact of exposure to PCEs, a Soil Management Plan (SMP) and new soil vapor barrier system with new post-construction monitoring would be required as set forth in Mitigation Measures MM-HAZ-1 and MM-HAZ-2. The soil vapor barrier system would be located in the northeastern portion of the Project Site beneath Residential Building 1, where the Phase II ESA identified the highest concentrations of PCE in soil vapor. Furthermore, an Operations, Maintenance, and Monitoring (OMM) Plan would be prepared to confirm that the vapor barrier is protective of human and environmental health, as set forth in Mitigation Measures MM-HAZ-3. With implementation of Mitigation Measures MM-HAZ-1 through MM-HAZ-3, impacts related to the routine transport, use, or disposal of hazardous materials during Project operation, would be less than significant.

The existing building on the Project Site was constructed in 1962 and, given this age, there is the potential for asbestos containing materials (ACM) and lead based paint (LBP) to be present in the existing structure, which the Phase I ESA identified as an environmental issue. During a site survey, it was determined that the existing structure is in good condition; however, both ACMs and LBPs could be present and would need to be further evaluated prior to any renovation or demolition activities at the Project Site to prevent potential exposure to workers and/or building occupants. ACMs and LBPs are highly regulated and testing of any suspected buildings or portions thereof for ACMs and LBPs is part of standard construction practice at the time of renovation or demolition. In the event that ACMs and/or LBPs are discovered, their removal would be subject to specific and detailed SCAQMD and Cal-OSHA requirements to ensure the proper training, containment, handling, notification, and disposal of these materials by licensed asbestos and LBP abatement contractors. Compliance with regulatory requirements would ensure that impacts associated with ACMs and LBPs would be less than significant.

Operation

Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.



SOURCE: Efi Global, 2020

2311 N. Hollywood Way Project

Figure 5-9
Soil Vapor Survey Area



Mitigation Measure

MM-HAZ-1: Soil Management Plan. Prior to Project grading, a Soil Management Plan (SMP) shall be prepared and implemented to determine the appropriate soil handling and/or disposal requirements. The SMP shall require that, as grading, excavation, and trenching are performed, exposed soil would be monitored for stained or discolored soil, wet or saturated soils, or odors. If impacted soil is encountered, the soil would be analyzed to identify and characterize the impact and determine if soil remediation is required. Based on visual monitoring, “grab” soil samples would be collected at selected locations for headspace screening for volatile organic compounds using a calibrated Photoionization Detector (PID). Headspace screening PID readings that are elevated above those of non-impacted grab soil samples would be considered potentially contaminated. Soil impacted by highly elevated concentrations of hexavalent chromium and/or total chromium may appear to be stained a yellow color, dissimilar to surrounding non-impacted soil. At a minimum, at least one soil sample would be collected for chemical analysis at or near the center of the suspected impact, ideally representative of the “worst case” condition. Soil samples would be analyzed by an appropriate State-certified laboratory using appropriate methods based on the parameters to be analyzed. When a new impact has been identified it would be characterized to assess its lateral and vertical extent. Likely excavation of impacted soil would be followed by segregated stockpiling or direct-loading, waste profiling, and off-site disposal or recycling which would be performed in accordance with applicable Federal, State, and local regulations.

MM-HAZ-2: Vapor Barrier System. To protect human health, a vapor barrier shall be installed beneath Building 1 in the northeast portion of the Project Site. The Project Applicant shall incorporate at all requirements in the design of the Project as set forth by the applicable regulatory oversight agency for issuance of building permits, which include the following measures:

The proposed design of the vapor barrier must be pre-approved by the applicable regulatory oversight agency (e.g., DTSC, the Regional Water Quality Control Board, or other appropriate local regulatory agency). The design of a physical vapor barrier (e.g., high-density polyethylene vapor barrier liner) beneath the structure foundation must prevent soil gas from seeping into breathing spaces inside the structure.

The boundary of the vapor barrier system shall extend beneath the entire footprint of Building 1.

The system must include a passive or powered vapor mitigation system layer that draws soil gas out of the under-foundation base rock and directs that soil gas to a treatment system to prevent people from being exposed outdoors.

Any contaminants found in shallow soil vapor shall be mitigated to levels that are protective of human health for the proposed residential and commercial uses.

Upon completion, the Project Applicant shall prepare a report documenting the testing results and installed vapor mitigation method and submit the report to the regulatory agency with jurisdiction.

MM-HAZ-3: Operations, Maintenance, and Monitoring (OMM) Plan. An OMM Plan shall be prepared and implemented to maintain the vapor barrier system and confirm that the vapor barrier system continues to be protective of human health. The OMM Plan shall include details of methods for monitoring the vapor barrier system, provide monitoring

frequencies and maintenance procedures for the system components and provide for post construction indoor air quality monitoring. The OMM Plan shall be approved by the regulatory agency with jurisdiction.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated. As part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory databases were reviewed for the Project Site and properties within the standard search radii pursuant to California Government Code Section 65962.5. The databases searched are known as the “Cortese List” and include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency (CalEPA). The Project Site is identified in several listings within the regulatory database report, as described in additional detail under response to Checklist Question IX.d, below. Identification within these databases, which include listings of properties that have documented conditions related to hazardous materials, conditions, or contamination, may indicate an REC for the Project and, therefore, a potentially significant impact. To mitigate any potential impacts, as discussed under response to Checklist Question IX.a, the Project would be required to implement Mitigation Measures MM-HAZ-1 through MM-HAZ-3, which requires preparation of a SMP, the installation of a vapor barrier system, and the preparation of an OMM, respectively. The OMM Plan would be implemented to confirm that the vapor barrier is protective of human and environmental health by requiring prohibitions of disturbing the vapor barrier and periodic sampling of indoor air spaces in compliance with regulatory agency requirements.

In addition, during construction, all potentially hazardous materials encountered and used at the Project Site would be used and stored in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. This ensures that potential risks associated with construction related activities are minimized. Any potential risks to human or environmental health would be further reduced with the implementation of MM-HAZ-1, which requires the implementation of an SMP to determine appropriate soil handling and managing requirements.

Moreover, as described above, any identified ACM or LBP would be abated/removed in conformance with all applicable regulatory requirements, thereby eliminating any risk of creating a significant hazard. Therefore, impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, would be less than significant with mitigation.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact. The nearest school to the Project Site is Providencia Elementary School, which is located approximately 0.15 miles (804 feet) southeast of the Project Site across W. Pacific Avenue. The Project would not emit or handle hazardous materials or substances other than those typical in other mixed-use developments during construction and operation. In addition,

all potentially hazardous materials encountered during construction would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations and, thus, impacts would be minimized. Therefore, impacts related to the emission of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than significant, and no mitigation measures are required.

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

Less than Significant with Mitigation Incorporated. As discussed under response to Checklist Question IX.b, as part of the Phase I and Phase II ESAs prepared for the Project Site, regulatory databases were reviewed for the Project Site and properties within the standard search radii as required by California Government Code Section 65962.5. The databases are known as the "Cortese List" and include EnviroStor, GeoTracker, and other lists compiled by the CalEPA. The Project Site is identified as a hazardous materials site within multiple databases (CA CERS, CA WIP, CA FID UST, CA SWEEPS UST, CA CERS HAZ WASTE, CA CPS-SLIC, CA HWTS, CA HAZNET, CA CDL, CA ENF, RCRA NonGen/NLR, FINS and ECHO).

The Project's listing in these databases, with the exception of the CA CDL and CA ENF databases, is associated with the Project Site's prior use as a Lockheed Martin plant facility and corporate offices, as further discussed above, under the response to Checklist Question IX.a, above. The Project's identification in the CA CDL and CA ENF databases, is due to the discovery of illegal drug lab equipment found in a vehicle on the Project Site in 2003. However, the Phase I ESA determined that these listings did not represent a REC for the Project Site (Appendix G-1). To mitigate any potential impacts resulting from the Project Site's former use as a Lockheed Martin plant facility and corporate office, as discussed under response to Checklist Question IX.a, the Project would be required to implement Mitigation Measure MM-HAZ-1 through MM-HAZ-3, which requires the preparation of a SMP, installation of a vapor barrier system, and preparation of an OMM Plan that would be required to confirm that the vapor barrier is protective of human and environmental health.^{63,64} With implementation of this mitigation, the Project would not create a significant hazard to the public or environment, despite being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, impacts would be reduced to less than significant with mitigation.

⁶³ Partner Engineering and Science Inc., *Phase I Environmental Site Assessment Report, 2311 North Hollywood Way, Burbank CA, 91505*, May 18, 2020 [provided as Appendix G-1 to this SCEA].

⁶⁴ EFI Global Inc., *Phase II Environmental Site Assessment Report: 2311 North Hollywood Way, Burbank CA, 91505*, June 10, 2020 [provided as Appendix G-2 to this SCEA].

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

Less-than-Significant Impact. The Project Site is located less than 100 feet from the Hollywood Burbank Airport. As discussed in Section XIII, *Noise*, the Project would be required to comply with the California Noise Insulation Standards (Title 24, California Code of Regulations), which set forth an interior standard of 45 dBA CNEL in any habitable room. Thus, the Project would not result in excessive noise for people residing or working in the area during operation.

Regarding safety hazards resulting from being located in proximity to the Hollywood Burbank Airport, a hazard would be created if the Project constructed an object high enough to interfere with a flight path, cause distracting light or glare that could interfere with a pilot's ability to control the flight of the aircraft, or create an attraction to wildlife, especially birds, that would pose hazards to aircraft all of which could result in risks of death or injury to people in the airplane or on the ground. FAA Regulations Part 77, Objects Affecting Navigable Airspace, establishes minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations. Since the Project would not result in construction above 200 feet in height, and would not result in any unusual light or glare in the context of the Project's urbanized location, the Project would be in compliance with FAA regulations and a less-than-significant impact would occur. Furthermore, the Project would be reviewed by the FAA to further ensure that impacts would be less than significant. Therefore, impacts related to being located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would be less than significant, and no mitigation measures are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The Project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. All construction staging would occur within the boundaries of the Project Site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, the Project Applicant would be required to obtain encroachment permits from the City's Public Works Department (BMC Title 7, Chapter 3, Article 7, Encroachment on City Property), which would ensure that appropriate access/circulation would be provided within the Project area during Project construction. Additionally, although none of the streets adjacent to the Project Site are identified as local evacuation routes in the General Plan Safety Element, the Project's Site access and internal circulation would be reviewed by the City Engineer and the Burbank Fire Department (BFD) to ensure emergency access requirements are met. Therefore, impacts related to impairment or physical interference with an adopted emergency response plan or emergency evacuation plan, would be less than significant, and no mitigation measures are required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-than-Significant Impact. According to the California Department of Forestry and Fire Protection’s Very High Fire Hazard Severity Zone Map, the Project Site is not designated as a very high fire hazard severity zone under local or State responsibility.⁶⁵ Additionally, the Project Site and surrounding area are built out and urbanized. As an infill development in an urban setting, Project implementation is not anticipated to expose people or structures to a significant risk involving wildland fires. Therefore, impacts related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, would be less than significant, and no mitigation measures are required.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶⁵ California Department of Forestry and Fire Protection (CAL FIRE), *Very High Fire Hazard Severity Zones in a SRA or LRA – Burbank, CA*, September 2011, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed June 14, 2021.

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. Construction activities, such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site.

In accordance with the requirements of the permit, the Project Applicant would prepare and implement a site-specific SWPPP that meets the requirements of the General Construction Permit and specifies BMPs to be used during construction. BMPs would include, but would not necessarily be limited to: erosion control, sediment control, non-stormwater management, and materials management BMPs, with erosion control and drainage devices. In addition, the Project would be required to comply with BMC Chapter 1, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, that would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Compliance with all applicable Federal, State, and local requirements would reduce the potential for Project construction to release contaminants into the groundwater that could affect existing contaminants, expand the area, or increase the level of groundwater contamination. Therefore, Project construction activities would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

The Project Site currently generates stormwater runoff from the on-site buildings, loading areas, and surface walkways. No BMPs currently exist on-site to treat runoff, and all existing drainage is conveyed into the adjacent streets untreated, making its way to the local municipal storm drainage system.

During operation, the Project would generate stormwater runoff into the municipal storm drain system such as nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. These pollutants most often originate from motor vehicle use and the associated deposition of fuel, oil and rubber on the ground surface, trash collection areas, landscape maintenance activities, pesticide and herbicide use, and general human activity. However, the Project would be subject to compliance with the requirements set forth in the LARWQCB Stormwater Quality Management Plan, the County of Los Angeles' Municipal Separate Storm Sewer Systems (MS4) permit, and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). In addition, in compliance with the MS4 permit the Project would be required to comply with the City's Low Impact Development (LID) Ordinance, that contains strategies with the goal of removing nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic

impacts downstream. Consistent with these standards, the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Based on the above, with implementation of BMPs and compliance with other applicable requirements (e.g., NPDES, MS4, SUSMP, LID standards, etc.), operation of the Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. The Project Site currently consists of an existing Fry’s Electronics Store and an associated surface parking lot with some landscaping, which would be replaced by mixed-use buildings surrounded by hardscape, landscape, rooftop, and courtyard planting. There would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the Project. Thus, no lowering of the groundwater table would occur. In addition, as described in the Hydrology and Water Quality Technical Report (Appendix H), the Project Site is 95 percent impervious in the existing conditions, and there is no known contribution to groundwater recharge at the Project Site.⁶⁶ The Project would decrease the percentage of impervious area compared to the existing conditions on the Project Site, as impervious areas would cover approximately 81 percent of the Project Site after construction. Although the Project would result in a decrease in impervious surfaces, the groundwater recharge potential would remain minimal as the Updated Geotechnical Investigation (Appendix E) concluded that groundwater is not present in shallow areas below the Project Site (approximately 50 to 60 feet below ground surface [bgs]) and any potential infiltration of surface flow from the Project would not likely infiltrate, or otherwise effect, groundwater levels, recharge rates or direction of groundwater flow. Thus, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Impacts from depletion of groundwater or interference with groundwater recharge would be less than significant, and no mitigation measures are required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less-than-Significant Impact. During construction, soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Project Site. As described in the Hydrology and Water Quality Technical Report (Appendix H), these construction activities have the potential to temporarily alter existing drainage patterns and flows on the Project Site by

⁶⁶ DK Engineer Corp., *Hydrology and Water Quality Technical Report*, June 2021 [provided as Appendix H to this SCEA].

exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Furthermore, exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff. The Project would be required to comply with all applicable BMC Chapter 1 regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion, as well as all NPDES General Construction Permit requirements. Thus, through compliance with all NPDES General Construction Permit requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site (Appendix H). Therefore, Project implementation would result in less-than-significant impacts related to substantial erosion or siltation on- or off-site as a result of drainage pattern alteration.

- i. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***
- ii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***
- iii. Impede or redirect flood flows?***

Less-than-Significant Impact. Construction activities for the Project would include demolition of the existing Fry's Electronics Store and all existing hardscape and landscape improvements, excavating down to a maximum depth of 9 feet bgs to build up the underground structure. These construction activities have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable (Appendix H). However, adherence to standard compliance measurements in construction activities would avoid flooding, substantially increasing or decreasing the amount of surface water flow from the Project Site into a water body, or a permanent, adverse change to the movement of surface water (Appendix H). Furthermore, the Project Site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, further reducing the potential impacts from flood events.⁶⁷ As such, construction-related impacts to surface water hydrology would be less than significant.

During Project operations, the Project will decrease the percentage of impervious area compared to the existing conditions on the Project Site. The Project Site currently consists of an existing Fry's Electronics Store and an associated surface parking lot with some landscaping, which will be replaced by mixed-use buildings surrounded by hardscape, landscape, rooftop, and courtyard planting. The Project would be approximately 81 percent impervious after construction. As

⁶⁷ Federal Emergency Management Agency (FEMA), FEMA Flood Map Service Center, Parcel Information for 2311 N. Hollywood Way, Burbank CA, <https://msc.fema.gov/portal/search?AddressQuery=2311%20North%20Hollywood%20Way%2C%20Burbank#searchresultsanchor>, accessed June 15, 2021.

described in the Hydrology and Water Quality Technical Report (Appendix H), proposed surface runoff was analyzed for a 50-year storm event. The results indicate that the Project would not increase the chances of flooding compared to the preexisting development during a 50-year developed storm event, would not create runoff that would exceed the capacity of existing or planned drainage systems, would not substantially reduce or increase the amount of surface water in a water body, or result in a permanent adverse change to the movement of surface water (Appendix H). In addition, as part of the SUSMP for the Project to manage post-construction stormwater runoff, the Project would include the installation of building roof drain downspouts, area drains, and planter drains throughout the Project Site to collect roof and Site runoff and direct stormwater away from buildings through a series of storm drainpipes. This on-site stormwater conveyance system would serve to prevent on-Site flooding and nuisance water on the Project Site. In addition, in compliance with the MS4 permit the Project would be required to implement LID strategies, with the goal of reducing the quantity and intensity of stormwater flows. The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Therefore, operation-related impacts to surface water hydrology would be less than significant, and no mitigation measures are required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes.

The Project Site is not within a 100-year or 500-year flood hazard area according to FEMA's Flood Insurance Rate Map. Thus, the Project would not place structures in an area that would impede or redirect flood flows. The Project Site is located approximately 4.4 miles northwest of the Hollywood Reservoir and approximately 14.9 miles east of the Pacific Ocean, with no nearby major waterbodies. Therefore, there would be no risks associated with Project placement within an area prone to flooding, tsunamis, seiches, or inundation.

Based on the above, because the Project Site is not within a flood hazard, tsunami or seiche zone, there would be minimal, if any, risk or release of pollutants due to Project inundation. Thus, a less-than-significant impact would occur in this regard, and no mitigation measures are required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. The City is

located within the San Fernando Basin, which is ranked as a “very low” priority basin.⁶⁸ Therefore, there is no groundwater sustainability plan established for the San Fernando Basin.

The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the LARWQCB’s regulatory programs. The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and surveillance and monitoring programs for waters of the coastal drainages in the Los Angeles region. The Project would be required to comply with NPDES requirements and, thus, would not conflict with the Basin Plan. Furthermore, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge as discussed in the response to Checklist Question, X.b, above. As such, upon compliance with all applicable regulations, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and no impact would occur.

XI. Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Physically divide an established community?

Less-than-Significant Impact. The Project Site is currently developed with a Fry’s Electronics Store and associated surface parking. The Project vicinity is highly urbanized and generally built out, and is surrounded by a variety of land uses, including airport, commercial, office, medical, educational, and open space uses. As such, the Project would represent redevelopment and infill development of an already fully developed site, with a combination of residential, office, and restaurant uses, in keeping with the varied character of the surrounding area. Furthermore, the Project would not close any public streets or otherwise notably alter established infrastructure in the area. In fact, the Project would provide for new connections around the Project Site and include larger sidewalks surrounding the Project Site. Furthermore, the Project would include new open space areas for the residents, which would improve pedestrian connectivity around and through the Project Site. The Project would encourage multiple modes of travel by providing bicycle access and parking, as well as providing restaurant uses in proximity to public transit. For all these reasons,

⁶⁸ California Department of Water Resources, SGMA Basin Prioritization Dashboard, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed June 3, 2021.

the Project would not physically divide an established community, and impacts would be less than significant.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. As discussed in Chapter 2, *Project Description*, the Project would develop an 862-unit apartment building at 2311 N. Hollywood Way. The Project would be developed on an irregular hexagon-shaped site comprised of a single legal parcel totaling approximately 454,286 square feet (10.43 acres) that is currently developed with the Fry’s Electronics Store and associated surface parking. The Project would construct a mixed-use development with 151,800 square feet of office uses, 9,700 square feet of restaurant uses, and 862 residential units (including 12 live/work units and 80 Very Low Income units, or 13.2 percent of the base density) within four proposed buildings. Additionally, the Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, medical, educational, and open space uses. Therefore, the Project would not displace or divide an established community on or surrounding the Project Site. Furthermore, as discussed in Chapter 3, *SCEA Criteria and TPP Consistency Analysis*, the Project would also be consistent with the applicable general use, density, building intensity, and applicable policies specified for the Project area in the 2020 RTP/SCS. Therefore, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and there would be no impact.

As analyzed in **Table 5-9**, *Burbank2035 General Plan Land Use Consistency Analysis*, the Project would be generally consistent with applicable Burbank2035 Land Use Element goals and policies.

**TABLE 5-9
 BURBANK2035 GENERAL PLAN LAND USE CONSISTENCY ANALYSIS**

Relevant Policies	Project Consistency Analysis
Goal 1: Burbank maintains a high-quality of life by carefully balancing the needs of residents, businesses, and visitors	
Policy 1.1: Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.	Consistent. The proposed mixed-use development would provide a mix of residential, restaurant, and office space uses in an urbanized area of the City. The Project would complement the adjacent commercial and office uses and provide existing and future residents, employees, and visitors with new living, recreation, and restaurant choices, as well as office uses.
Policy 1.3: Maintain and protect Burbank’s residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.	Consistent. Residential uses are located to the east and south of the Project Site, with the closest residential uses located 0.13 miles (700 feet) south of the Project Site on W. Pacific Avenue. Thus, Project development would not encroach into existing residential neighborhoods in the site vicinity.
Policy 1.6: Adapt economically underused and decaying buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful.	Consistent. While operational, the existing Fry’s Electronics Store and associated surface parking on-site are underutilized. The Project would demolish the existing Fry’s Electronics Store and construct a 937,613-square foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential

Relevant Policies	Project Consistency Analysis
<p>Policy 1.8: Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.</p>	<p>uses within four proposed buildings, which better utilizes the site and complements nearby uses.</p> <p>Consistent. As stated in Chapter 2, <i>Project Description</i>, the Project will be consistent with the C-3 Zone and the Regional Commercial General Plan Land Use Designation with approval of the Conditional Use Permit to allow residential uses over ground floor commercial.</p>
<p>Goal 2: Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.</p>	
<p>Policy 2.3: Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.</p>	<p>Consistent. The Project Applicant would be responsible for public infrastructure improvements as needed, including water, sewer, stormwater, and dry utility facilities required to serve the proposed uses on-site; refer to Section XIX, Utilities and Service Systems.</p>
<p>Policy 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.</p>	<p>Consistent. The Project would be required to comply with the 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.</p>
<p>Policy 2.6: Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.</p>	<p>Consistent. Refer to response to Policy 2.5.</p>
<p>Goal 3: Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.</p>	
<p>Policy 3.5: Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.</p>	<p>Consistent. The proposed buildings would be constructed in a contemporary architectural style. The overall design approach would complement the character of the surrounding buildings with building materials such as brick, cement, metal and wood. The finish material design includes accents of "wood" cement board and contrasting articulated dark and light cement plaster colors that help break the Project down into a series of smaller building pieces to create a pedestrian friendly neighborhood village. The design of the two residential buildings includes articulated massing and finish material palates from the adjacent residential and light commercial context. The massing and overall plan for the residential buildings is composed of two buildings centered around a series of landscaped courtyards that open alongside Fry's Way and the east-west paseo, a central linear open space / upgraded fire-lane that includes integrated seating, pathways, bicycle parking, and landscaped amenities. Thus, the proposed building would have high quality architecture and design that complements the surrounding area.</p>
<p>Policy 3.6: Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.</p>	<p>Consistent. Site signage would be used for Project identity, building identification, pedestrian wayfinding, and security markings. It would be designed and located to be compatible with the architecture and landscaping of the Project. The signage design would employ minimal forms with classic complimentary finishes pulled from the architectural palette, and would emphasize clear wayfinding elements over high-profile branding. All Project signage would comply with the signage permitted under the C-3 Zone.</p>

Relevant Policies	Project Consistency Analysis
Policy 3.7: Ensure that lots and buildings appropriately interact with and address public streets.	Consistent. Pedestrian access to the Project Site would be provided via the sidewalks along Vanowen Street, N. Hollywood Way, and Valhalla Drive. The Project also includes a pedestrian friendly design with ground floor restaurant uses and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the Project Site more enjoyable, thereby encouraging residents and employees to walk to businesses nearby. In addition, the Project would improve the sidewalks surrounding the Project Site and would provide a bike path and pedestrian pathway through the Project Site connecting Valhalla Drive and Vanowen Street, further enhancing the pedestrian and bicycling environment, as well as the Project's street frontages.
Policy 3.10: Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.	Consistent. Section V, Cultural Resources, discusses the Project's impacts on historic resources. As discussed therein, impacts to historic resources would be less than significant, and, therefore, the Project would be consistent with this policy.
Goal 4: Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.	
Policy 4.2: Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.	Consistent. The Project would provide an approximately 125,100 square feet of public and private open space with landscaped planters, trees, pathways, bicycle parking and seating; refer to Figure 2-6, <i>Residential Building Renderings</i> , and Figure 2-7, <i>Office Building Renderings</i> .
Policy 4.4: Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.	Consistent. Pursuant to Municipal Code Section 10-1-1114, <i>Art in Public Places</i> , prior to the issuance of a building permit, the Project would be required to include a work of art in the proposed pocket park or pay an in-lieu fee to the City's Art in Public Places Fund. As discussed in Chapter 2, <i>Project Description</i> , an art mural would also be provided along Vanowen Street.
Policy 4.5: Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.	Consistent. The Project Site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and south, and there are existing Metro bus stops along the Project's northern and eastern frontage. The proposed mixed-use development, landscaping, residential and retail/restaurant uses and associated outdoor gathering areas contribute towards the pedestrian-oriented nature of the Project area.
Policy 4.6: Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.	Consistent. The Project would provide several residential amenities, including a lobby, a retail plaza, amenity and restaurant uses, and parking on the ground level. Common open space is also proposed on the ground level and sixth floor. The open space areas would include a variety of amenities, including seating areas, roof decks, paseo areas, pathways, among others. Additionally, private patios and/or balconies are provided for each residential unit. In total, the Project would provide approximately 82,000 square feet of public open space and 43,100 square feet of private (residential) open space.
Policy 4.8: Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.	Consistent. The Project would include parking for Residential Building 1 and Building 2. Residential Building 1 would include the construction of a 5-story parking structure with a total of 543 vehicular parking spaces, including a 26-space subterranean level. Retail parking for Residential Building would include 5 spaces (2 within the subterranean level and 2 within the parking structure. Residential Building 1 parking access would be provided from three ingress/egress driveways; one on Screenland Way, one from Vanowen Street,

Relevant Policies	Project Consistency Analysis
<p>Policy 4.10: Require new development projects to provide adequate low-water landscaping.</p> <p>Policy 4.12: Underground utilities for new development projects and projects within designated undergrounding districts.</p>	<p>and one driveway along Fry's Way (connecting to N. Hollywood Way.) Residential Building 2 would also include the construction of a 5-story parking structure with a total of 589 vehicular parking spaces, including a 26-space subterranean level. Residential Building 2 parking access would be provided from two ingress/egress driveways: one driveway along Valhalla Drive and one driveway from Fry's Way (connecting to N. Hollywood Way). Parking for retail uses in Building 2 would include 27 spaces contained within southern parking area. In addition, the proposed 5-story office parking structure, located directly adjacent to and west of the proposed office building, would include a total of 456 vehicular parking spaces. An ingress/egress driveway would be provided along Valhalla Drive.</p> <p>Consistent. The Project would be required to comply with CALGreen standards regarding water efficiency and conservation, including landscaped areas.</p> <p>Consistent. All utilities for the Project would be underground.</p>
<p>Goal 5: Burbank provides housing options for people and families with diverse needs and resources.</p>	
<p>Policy 5.2: Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.</p> <p>Policy 5.3: Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.</p> <p>Policy 5.4: Allow residential units in traditionally non-residential areas, and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.</p> <p>Policy 5.5: Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.</p>	<p>Consistent. The proposed transit-oriented development is a mixed-use Project and, thus, would encourage residents to live and work along the N. Hollywood Way commercial corridor.</p> <p>Consistent. The Project would provide 862 residential units, 12 of which would be live/work units and 80 would be developed as affordable housing units for very low income households that would be deed protected for 55 years.</p> <p>Consistent. The Project Site is located in an urbanized area and the surrounding land uses include airport, commercial, medical, educational, open space, and residential uses. The development of the Project, which includes the construction of a 937,613-square foot mixed-use development with 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 776,113 square feet of residential uses within four proposed buildings, that would support the adaptive reuse of the previously commercial Project Site.</p> <p>Consistent. The Project proposes a mixed-use residential development an employment center that would encourage future residents to live and work in the Project vicinity. Future residents would also be able to make use of the existing Metrolink station and Metro bus stops along the Project's northern and eastern frontage, including Metro Stop 165 on Empire/N. Hollywood Way and Metro Stop 222 on N. Hollywood Way/Valhalla.</p>
<p>SOURCE: City of Burbank, 2013.</p>	

Health Risk Assessment

As discussed above in Section III, *Air Quality*, the City's General Plan, Burbank2035, contains an Air Quality and Climate Change Element that outlines goals and policies to reduce both air pollution and to protect the community from TACs and odors. The Plan Realization Element describes the means for implementing the goals and policies of Burbank2035. Program AQCC-4 of the Plan Realization Element, requires project proponents to prepare a health risk assessment

(HRA) when placing sensitive land uses, such as residences, near the Hollywood-Burbank Airport (Airport), the UPRR, or major freeway or arterials. Burbank 2035 states the City would apply the CARB *Air Quality and Land Use Handbook* for recommendations on siting distances for sensitive or noxious uses. CARB's handbook provides recommendations but does not establish regulatory standards of any kind. The handbook recommends not siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. The CARB handbook does not contain an advisory for airports.

The northern boundary of the Project Site is located approximately 90 feet south of the UPRR. The UPRR line is not a maintenance rail yard but rather primarily serves both Metrolink and Amtrak rail cars. The rail line is part of the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor), a 351-mile passenger rail corridor which is the second busiest intercity passenger rail corridor in the United States. The section of the Corridor that passes the Project Site serves both the Amtrak Pacific Surfliner and Coast Starlight and the Metrolink Ventura County Line. The line also carries a small amount of freight traffic, as UPRR maintains trackage rights along this segment. Freight traffic operates mostly in nighttime hours when the lines are free from commuter train traffic. A HRA was completed for the UPRR line to evaluate potential health risk impacts to future on-site residents at the Project Site from the passenger and freight trains traveling on the rail segment north of the Project Site within approximately 1,000-meter radius measured from the central portion of the Project Site.

The Project is located approximately 1,035 feet (0.2 miles) southeast of the Airport, when measured from the northwest corner of the Project Site to the southeast corner of the nearest runway. Although the CARB handbook does not contain an advisory for airports, a HRA was completed for the Airport to evaluate potential health risk impact to future on-site residents at the Project Site from aircraft arriving and departing from runways 15 and 33, since emissions from aircraft departing and arriving from these runways are the closest sources from the Airport to the Project Site. The HRA isolated the emissions and dispersion from the aloft (airborne) emissions associated with takeoff, climb out, approach and landing extending from runway 33 and along the flight path directly due west of the Project Site since aircraft arriving and departing this runway would be in the closest proximity when airborne to the Project Site. A detailed summary of the assumptions and methodologies is provided in the Airport and railway Health Risk Assessment Memorandum of Appendix A.

HRAs for both the rail line and the airport were carried out using OEHHA Guidance (2015) and based on a 30-year residential exposure assessment with age-specific sensitivities. The HRA for the rail line assessed the cancer risk from diesel particulate matter emissions from the rail line and estimated maximum carcinogenic risk of approximately 11.55 in one million for the residential uses at the Project Site. The cancer risk from toxic air contaminant (TAC) emissions (formaldehyde, benzene, acetaldehyde, naphthalene, ethylbenzene, and 1,3-butadiene) from aircraft emissions, is estimated to result in a maximum carcinogenic risk of approximately 0.02 in one million for the residential uses at the Project Site. The carcinogenic risk from aircraft emissions is lower than from the rail line emissions due to the height of the aircraft when airborne, which would generate the vast majority of the emissions at elevations above the Project Site. The majority of the aircraft emissions would disperse away from the Project Site with only a small portion

settling at the Project Site. In contrast to the aircraft, the rail line emissions would be generated by trains traveling at ground-level, which would result in a relatively greater concentration of TAC emissions at the Project Site.

As discussed further in Appendix A, the lifetime exposure under the OEHHA Guidance takes into account early life (infant and children) exposure. **Table 5-10** presents the estimated incremental cancer risks for the exposure scenario of both the rail line and flight path impacts for residents at the Project Site over a maximum 30-year exposure in line with OEHHA guidance. The calculated cancer risk is estimated for outdoor exposure and assumes that sensitive receptors (residential uses) would have continuously open windows. The California Title 24-2019 standards requires the installation of filters that meet the Minimum Efficiency Reporting Value (MERV) of 13, which typically results in a reduction of up to 85 in diesel particulate matter.⁶⁹ Indoor air filters are only capable of reducing particulate matter when windows and doors are closed and the HVAC system is functioning. In addition, the filter medium should be regularly replaced as per system specifications. With a conservatively applied 60 percent reduction to health risk impacts, the maximally exposed future resident was determined to be 4.64 in one million after reductions from MERV 13 filters. As the maximum impact would be less than the significance threshold of 10 in one million, impacts would be less than significant and mitigation would not be required. A detailed summary of the assumptions and methodologies is provided in the Airport and Railway Health Risk Assessment Memorandum of Appendix A3.

TABLE 5-10
ESTIMATED CANCER RISK FOR RESIDENTS AT PROJECT SITE

Receptor Type	Total Exposure Time (years)	Total Incremental Increase in Cancer Risk ^a (risk/million)	Exceeds Threshold?	With MERV 13 filters (60% reduction)	SCAQMD Cancer Risk Significance Threshold (risk/million)	Exceeds Threshold?
Rail Line	30	11.55	Yes	4.62	10	No
Airport	30	0.02	No	0.02 ^a	10	No
Combined	30	11.57	Yes	4.64	10	No

SOURCE: ESA 2021. Health risk calculations are provided in Appendix A3.

^a MERV filters do not reduce emissions for volatile organic compounds.

Population cancer burden is the population-weighted number of cancer cases based on the population living within the study area, which in this case are the residential units within the Project Site. Based on the population of the Project Site (2,121 residents) within the study area, the population cancer burden was conservatively estimated at 0.03, applying the maximum cancer risk value, which is below the cancer burden significance threshold of 0.5.

Potential non-cancer effects of chronic (i.e., long term) diesel particulate matter exposures from the rail line and airport were evaluated using the Hazard Index approach as described in the OEHHA Guidance. The maximum health hazard index associated with the rail line emissions is 0.0015 and 0.0002 for the airport emissions. A hazard index equal to or greater than 1.0 represents a significant

⁶⁹ SCAQMD, *Draft Pilot Study of High Performance Air Filtration for Classrooms Applications*, October 2008.

chronic health hazard. The Project would not exceed the hazard index threshold of 1. Diesel emissions do not have an acute Reference Exposure Level for short term acute non-cancer effects to review for rail line emissions. However, the acute 1-hour hazard index for the airport is 0.0013. Similarly, a hazard index of 1.0 represent a significant acute health hazard, which is not exceeded for the Project. Although, not a requirement under CEQA, a HRA was completed for the Airport and UPRR to demonstrate consistency with the City’s General Plan. The maximum impact of the airport and rail line to on-site residents were modeled as well as the Project’s chronic and acute risk impacts. As described above, both analyses were below their respective thresholds. Therefore, the Project is consistent with the City’s General Plan and impacts would be less than significant.

XII. Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

No Impact. According to Burbank2035 Open Space and Conservation Element, the Project Site is located within an area classified by the State Mining and Geology Board as Mineral Resource Zone (MRZ) 3, which indicates that the significance of mineral resources could not be evaluated from available data.⁷⁰ Although there are some areas of the City identified as MRZ-2, a classification that indicates mineral resources may be present, Burbank2035 concludes that future mining activities would not occur in these areas due to the fact that much of these areas are developed and urbanized. As such, the City, including the Project Site, is not considered a source for mineral resources, and Project development would not result in the loss of availability of known mineral resources. No impacts would occur.

⁷⁰ City of Burbank, *Burbank2035 General Plan*, Safety Element, adopted February 19, 2013, p. 6-14, <https://www.burbankca.gov/documents/173607/0/Burbank2035+General+Plan.pdf/139656b0-80e9-3b11-dc6d-751642c85b38?t=1616616672474>, accessed June 15, 2021.

XIII. Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation Incorporated.

Ambient Noise Levels

The predominant existing noise source surrounding the Project Site is noise from the Hollywood-Burbank Airport, train noise from the railroad tracks to the north, and vehicular traffic noise from Vanowen Street, W. Empire Avenue, N. Hollywood Way, and Valhalla Drive. Secondary noise sources include general commercial-related activities, such as loading dock/delivery truck activities, trash compaction, and refuse service activities, from the surrounding commercial land uses.

Ambient noise measurements were taken at six locations, representing the nearby land uses in the vicinity of the Project Site to establish ambient noise levels. The measurement locations, along with existing development, are shown on **Figure 5-10, Noise Measurement Locations**. Short-term (15-minute) noise measurements were taken at locations R1 through R2 on April 6, 2021.

The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter (“SLM”). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of 5 feet above the local grade, at the following locations:

Measurement Location R1: This measurement location represents the existing noise environment of the area to the west of the Project Site, adjacent to the Pierce Brothers Valhalla Memorial Park and Mortuary. The sound level meter was placed at the end of Valhalla Drive

adjacent to the cemetery. The distance to the Project Site varies from approximately 380 to 1,300 feet, depending on the area with construction equipment in each phase.

Measurement Location R2: This measurement location represents the area to the southwest of the Project Site, adjacent to residences on W. Pacific Avenue. The sound level meter was placed on the sidewalk of W. Pacific Avenue. The distance to the Project Site varies from approximately 700 to 1,400 feet, depending on the area with construction equipment during each phase.

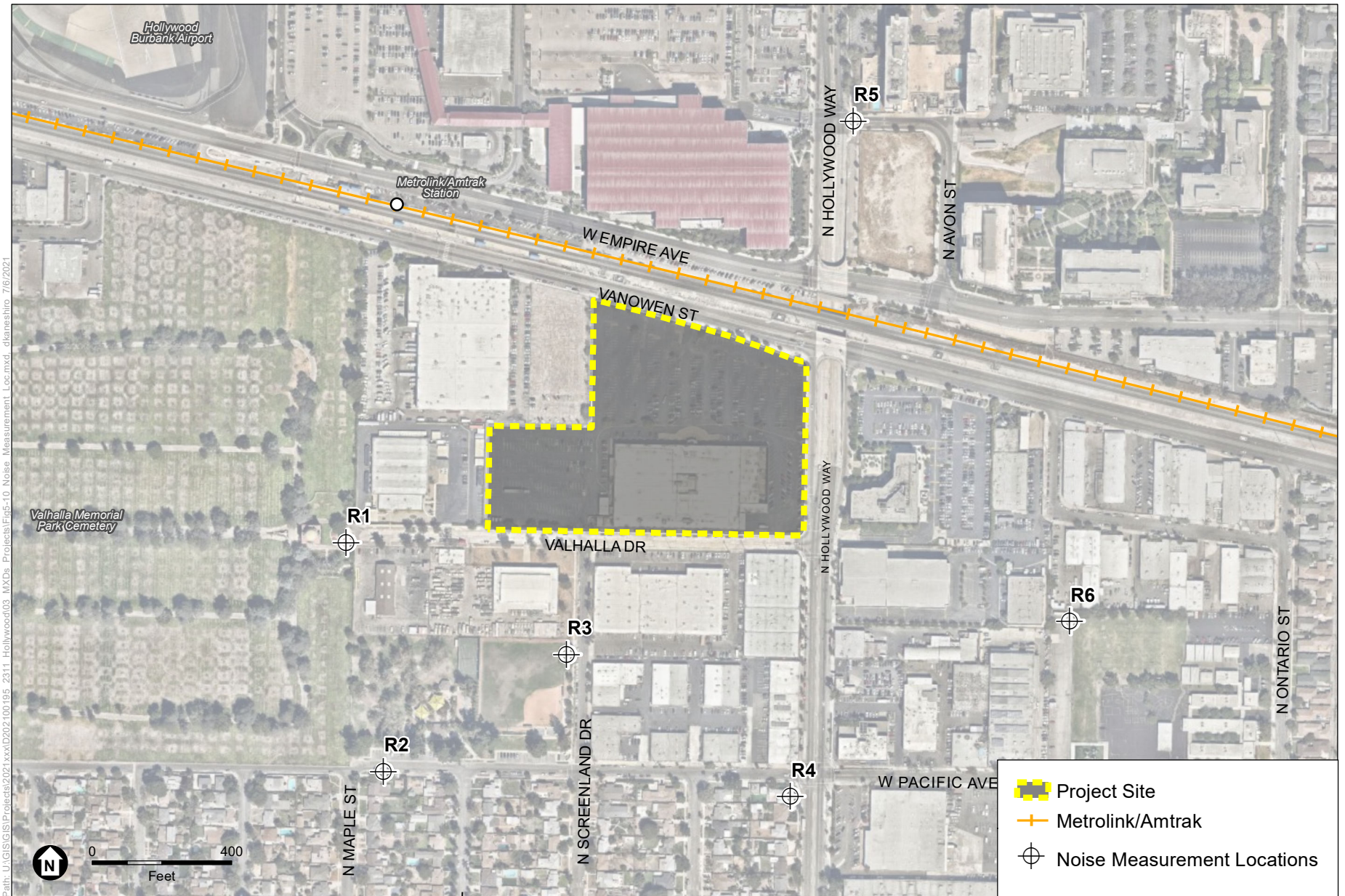
Measurement Location R3: This measurement location represents the existing noise environment in the area to the south of the Project Site along Screenland Drive. The sound level meter was placed at the sidewalk of Screenland Drive next to the baseball field at the Larry L. Maxam Memorial Park. The distance to the Project Site varies from approximately 315 to 990 feet, depending on the area with construction equipment in each phase.

Measurement Location R4: This measurement location represents the existing noise environment at the corner of N. Hollywood Way and W. Pacific Avenue, southeast of the Project Site. The sound level meter was placed at the southwestern corner of the intersection, adjacent to existing residences. The distance to the Project Site varies from approximately 700 to 1,200 feet, depending on the area with construction equipment in each phase.

Measurement Location R5: This measurement location represents the existing noise environment of a hotel (Los Angeles Marriott Burbank Airport) to the northeast of the Project Site along N. Hollywood Way. The sound level meter was placed at the sidewalk of N. Hollywood Way next to the hotel. The distance to the Project Site varies from approximately 715 to 1,500 feet, depending on the area with construction equipment in each phase.

Measurement Location R6: This measurement location represents the existing noise environment of an elementary school (Providencia Elementary School) to the southeast of the Project Site along W. Pacific Avenue. The sound level meter was placed at the northwest corner of the elementary school. The distance to the Project Site varies from approximately 820 to 1,800 feet, depending on the area with construction equipment in each phase.

A summary of noise measurement data is provided in **Table 5-11**, *Summary of Ambient Noise Measurements*. Daytime noise levels ranged from 49.8 dBA to 71.1 dBA L_{eq} . The L_{eq} and L_{max} measurements at Measurement Location R2 are not representative of typical ambient noise level due to street resurfacing work during noise measurement period. As a result, the ambient noise level from measurement location R4 has been utilized for impact analyses below. Measurement location R4 is representative of location R2 because both are located on the same roadway (W. Pacific Avenue), would be exposed to aircraft noise from the Airport, within similar proximity to the railroad, and adjacent to residential uses.



Path: U:\GIS\GIS\Projects\2021\202100195_2311_Hollywood03_MXDs\Projects\Fig5-10_Noise_Measurement_Loc.mxd, dlaneshiro_7/6/2021

SOURCE: Mapbox; Los Angeles County, 2021.

2311 N. Hollywood Way Project

Figure 5-10
Noise Measurement Locations

**TABLE 5-11
 SUMMARY OF AMBIENT NOISE MEASUREMENTS**

Location, Duration, Existing Land Uses and, Date of Measurements	Measured Ambient Noise Levels (dBA) ^a		
	L _{eq}	L _{max}	L _{min}
R1, 4/6/21 (9:33 a.m. to 9:48 a.m.)	49.9	63.2	46.2
R2, 4/6/21 (11:24 a.m. to 11:31 a.m.) ^b	82.8	98.8	47.8
R3, 4/6/21 (11:06 a.m. to 11:21 a.m.)	63.7	83.3	44.9
R4, 4/6/21 (9:56 a.m. to 10:11 a.m.)	70.9	86.9	52.2
R5, 4/6/21 (10:43 a.m. to 10:58 a.m.)	71.1	89.0	58.3
R6, 4/6/21 (10:16 a.m. to 10:31 a.m.)	49.8	59.1	46.9

SOURCE: ESA, 2021.

NOTES:

^a Detailed measured noise data is included in Appendix A.

^b Not representative of typical ambient noise level due to street resurfacing work during noise measurement period. As a result, the ambient noise level from measurement location R4, which is representative of R2, has been utilized for impact analyses herein.

Project Impacts

Construction Impacts

Short-term noise impacts would be associated with demolition, excavation, grading, paving, and underground construction during Project construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the Project area during construction activities but would cease to occur once construction is completed. Section 9-1-1-105.10 of the BMC requires that all construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal and demolition work within the City's boundary be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. No construction work should occur on Sundays and City holidays. The BMC provides for limited exceptions to these restrictions.

Construction workers traveling to and from the Project Site and the delivery of construction equipment and materials to the Project Site would incrementally increase noise levels on roadways in the Project area. The grading phase of construction would result in the highest levels of construction traffic noise and would include the greatest number of daily heavy-duty construction trucks including 70 haul trucks and 22 vendor trucks. Construction traffic noise has been calculated assuming that the number of haul and vendor trucks traveling to the Project Site would be split evenly throughout the 8-hour work day and that all worker vehicles would arrive at the Project Site within the same hour. Assuming that an hourly total of 12 heavy-duty trucks and 30 passenger vehicles traveling to/from the Project Site along the same roadway, noise levels would reach 57.8 dBA CNEL. As shown in **Table 5-14**, below, Project-related construction traffic noise would not be higher than any of the existing traffic noise levels along any studied roadway segment. Therefore, short-term construction-related impacts associated with on-road construction traffic would be less than significant.

The second type of short-term noise impact is related to noise generated by off-road heavy-duty construction equipment during on-site Project construction. Construction is completed in discrete

steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the Project Site, and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 5-12, RCNM Default Noise Emission Reference Levels and Usage Factors**, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).

**TABLE 5-12
 RCNM DEFAULT NOISE EMISSION REFERENCE LEVELS AND USAGE FACTORS**

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L _{max} at 50 Feet (dBA, slow)	Actual Measured L _{max} at 50 Feet (dBA, slow)	Number of Actual Data Samples (Count)
All other equipment >5 HP	No	50	85	N/A	0
Backhoe	No	40	80	78	372
Compactor (ground)	No	20	80	83	57
Concrete mixer truck	No	40	85	79	40
Concrete saw	No	20	90	90	55
Crane	No	16	85	81	405
Dump truck	No	40	84	76	31
Excavator	No	40	85	81	170
Front end loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25 kVA, variable-message signs)	No	50	70	73	74
Pickup truck	No	40	55	75	1
Scraper	No	40	85	84	12
Tractor	No	40	84	N/A	0
Vacuum street sweeper	No	10	80	82	19

SOURCE: Federal Highway Administration, *Highway Construction Noise Handbook* (2006), Table 9.1.

NOTES:

dBA = A-weighted decibels; HP = horsepower; N/A = not applicable

Project construction would include nine phases with various construction equipment in each phase. **Table 5-13, Summary of Construction Phases and Equipment**, lists the types and number of pieces of construction equipment that would be used during each construction phase.

**TABLE 5-13
 SUMMARY OF CONSTRUCTION PHASES AND EQUIPMENT**

Construction Phase	Equipment (number of equipment)
Demolition	Crawler Tractor (1), Excavators (2), Off-Highway Tractors (1), Sweeper/Scrubber (1);
Site Preparation	Crawler Tractor (1), Excavator (1), Street Sweeper/Scrubber (1);
Grading/Excavation	Compactor (ground, 1), Excavator (1), Off-Highway Tractor (1), Rubber Tired Loader (2), Scraper (1), Sweeper/Scrubber (1);
Drainage/Utilities/Trenching	Tractor/Loader/Backhoe (1), Concrete/Industrial Saw (1), Forklift (1), Generator Set (1), Sweeper/Scrubber (1), Trencher (1);
Foundations/Concrete Pour	Cement and Mortar Mixers (28), Cranes (2), Forklift (1), Generator Set (2), Skid Steer Loader (1), Sweeper/Scrubber;
Building Construction	Cement and Mortar Mixer (1), Crane (2), Forklift (1), Generator Set (2), Front End Loader (1), Vacuum Street Sweeper (1);
Architectural Coating	Air Compressor (3), Sweeper/Scrubber;
Paving	Sweeper/Scrubber (1);
Landscaping	Rubber Tired Loader (1), Skid Steer Loader (1), Sweeper/Scrubber (1).

SOURCE: ESA, 2021.

Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. While the operating cycles may involve 1 or 2 minutes of full power operation (generating the maximum sound levels identified in **Table 5-12**), the equipment would be moving around and would not stay at a specific location for the entire cycle. Therefore, adjacent receivers would be exposed to the maximum noise level intermittently rather than continuously.

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are being operated concurrently. The Project’s estimated construction noise levels were calculated for a scenario in which all pieces of construction equipment used in a phase were assumed to operate simultaneously, accounting for appropriate distances between equipment and the usage factor for each piece of equipment.

A summary of calculated construction noise level is provided in **Table 5-14**, *Summary of Construction Noise at Each Receiver Location*. Maximum construction noise levels range from 58 dBA L_{eq} to 75 dBA L_{eq} .

**TABLE 5-14
 SUMMARY OF CONSTRUCTION NOISE AT EACH RECEIVER LOCATION**

Location	Construction Noise Levels (Leq, dBA) ^a					
	R1	R2	R3	R4	R5	R6
Demolition	64	60	66	50	59	48
Site Preparation	58	54	60	45	54	43
Grading/Excavation	64	60	65	51	60	48
Drainage/Utilities/Trenching	66	62	68	52	62	50
Foundations/Concrete Pour	74	70	75	60	69	58
Building Construction	63	59	64	49	58	47
Architectural Coating	61	56	63	46	56	45
Paving	54	49	56	39	49	38
Landscaping	57	54	59	44	53	42
Overlapping Phases (Paving + Architectural Coating)	62	57	63	47	57	46
Overlapping Phases (Paving + Landscaping)	59	55	61	45	55	43
Maximum Noise Levels	74	70	75	60	69	58
Ambient Noise Levels	49.9	70.9 ^b	63.7	70.9	71.1	49.8
Threshold (ambient +5 dBA)	54.9	75.9	68.7	75.9	76.1	54.8
Exceeds Threshold?	Yes	No	Yes	No	No	Yes

SOURCE: ESA, 2021.

NOTE:

^a Detailed construction calculation is included in Appendix A.

^b The ambient noise measurement recorded at location R2 is not representative of typical ambient noise levels due to street resurfacing work during the noise measurement period. As a result, the ambient noise level from measurement location R4, which is representative of location R2, has been utilized for impact analyses herein.

As stated previously, sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dBA for each doubling of distance.

As shown in **Table 5-14**, construction on the Project Site would expose the nearest noise-sensitive uses in the Project vicinity, represented by R1 through R6 above, to noise levels reaching up to 58 to 75 dBA _{Leq} over a period of one hour. Maximum noise levels associated with construction activities would result in substantial temporary increases in ambient noise (greater than 5 dBA _{Leq} over ambient levels) at R1, R3, and R6 and mitigation measures would be required.

Mitigation Measure

The following mitigation measure is required to reduce the construction noise levels at noise-sensitive receptors R1, R3, and R6.

MM-NOI-1: The following noise reduction measures shall be implemented for the duration of construction activities:

Prior to commencement of demolition, the Project shall provide a 15-foot noise barrier along the southwestern corner of the Project Site, equipped with noise blankets rated to achieve sound level reductions of at least 15 dBA. The 15-foot noise barrier shall block all line of sight of construction equipment to receptors R1 and R3 and extend 100 feet north and 400 feet east along Valhalla Drive.

Limit the number of heavy-duty equipment operating at the same time within 200 feet of the southwestern corner of the Project Site to a maximum of 5.

Limit the number of heavy-duty equipment operating at the same time within 200 feet of the southeastern corner of the Project Site to a maximum of 5.

For heavy-duty construction equipment operating within 200 feet of the southwestern corner of the Project Site, utilize portable noise blankets to be placed on equipment engines to dampen engine noise.

MM-NOI-2: Prior to issuance of grading permits, the Project Applicant shall incorporate the following measures as a note on the grading plan cover sheet to ensure that the greatest distance between noise sources and sensitive receptors during construction activities have been achieved.

Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards.

Construction staging areas shall be located away from off-site sensitive uses during project construction.

The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.

Mitigation Measure MM-NOI-1 would reduce the construction noise levels at receptor locations R1, R3, and R6. Prior to mitigation, the construction noise levels at receptor locations R1, R3, and R6 would exceed the threshold of 5 dBA L_{eq} over the ambient level by 19 dBA, 6 dBA, and 3 dBA, respectively. With implementation of Mitigation Measure MM-NOI-1 would reduce construction noise levels as follows: a 15-foot noise barrier would provide a reduction of 15 dBA; limitation of heavy-duty equipment within 200 feet of the southwestern corner of the Project Site would provide a 3 dBA reduction; and the use of portable noise blankets shielding heavy-duty equipment within 200 feet of the southwestern corner of the Project Site would provide a 3 dBA reduction. Thus, implementation of Mitigation Measure MM-NOI-1 would result in a total reduction of 21 dBA at receptor location R1. The 15-foot noise barrier along Valhalla Drive would provide a 15 dBA reduction at receptor R3. Limiting the use of heavy-duty construction equipment at the southeastern corner of the Project Site would reduce construction noise at R6 by 3 dBA. In addition, the Project would implement MM-NOI-2 to further reduce construction noise levels to ensure that construction

noise is minimized to the extent feasible. Therefore, with implementation of Mitigation Measures MM-NOI-1 and MM-NOI-2, the construction noise levels at receptor locations R1, R3, and R6 would be reduced by 21 dBA, 15 dBA, and 3 dBA, respectively, so as to not exceed the significance thresholds. Impacts would be less than significant with mitigation incorporated.

Operations Impacts

Traffic Noise Impacts

Roadway noise impacts have been evaluated using the Caltrans Technical Noise Supplement (TeNS) method based on the roadway traffic volume data provided in the Transportation Study prepared for the Project. This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to Project development was calculated and compared to baseline noise levels that would occur under the “Without Project” condition.

Table 5-15, *Existing Baseline Roadway Noise Levels*, lists the existing baseline traffic noise levels. **Table 5-16**, *Existing Roadway with Project Noise Levels*, lists the existing baseline plus project traffic noise levels. Adding the Project traffic to the existing conditions would result in changes in the traffic noise levels from no measurable change compared to the corresponding baseline traffic noise level along all roadway segments analyzed, resulting in up to a 0.3 dBA increase. As discussed in the Burbank2035 Draft EIR (page 4.13-9 and 4.13-11), a permanent increase in ambient noise of 5 dBA CNEL or greater is considered significant where existing noise levels are less than 60 dBA CNEL and an increase of 3 dBA CNEL or greater is considered significant where existing noise levels are greater than 60 dBA CNEL. All studied roadway segments with the exception of one are exposed to existing traffic noise of greater than 60 dBA CNEL. Therefore, for purposes of this analysis, an increase of 3 dBA would be considered a potentially significant noise impact. As shown in Table 5-16, the Project would not result in significant increases in existing traffic noise levels. Therefore, no significant traffic noise impact under the existing plus Project scenario would occur from the implementation of the Project.

Table 5-17, *Future Roadway with Project Noise Levels*, lists the future baseline plus Project traffic noise levels. Adding the Project traffic to the future conditions would result in changes in the traffic noise levels from no measurable change compared to the corresponding baseline traffic noise level along all roadway segments analyzed, resulting in up to a 0.3 dBA increase. An increase of 3 dBA would be considered a potentially significant noise impact. As shown in **Table 5-17**, the Project would not result in significant increases in future traffic noise levels. Therefore, the Project would result in less than significant traffic noise impacts.

**TABLE 5-15
 EXISTING BASELINE ROADWAY NOISE LEVELS**

Roadway Segment	Traffic Noise Levels (dBA CNEL)
	Existing (2021) ^a
Hollywood Way between Winona Ave and Thornton Ave	71.8
Hollywood Way between Thornton Ave and Avon St	71.5
Hollywood Way between Avon St and Vanowen St	68.2
Hollywood Way between Vanowen St and Valhalla Dr	67.4
Hollywood Way between Valhalla Dr and Victory Blvd	69.4
Hollywood Way between Victory Blvd and Burbank Blvd	69.5
Buena Vista St between Victory Pl and Empire Ave	69.6
Buena Vista St between Empire Ave and Vanowen St	71.8
Buena Vista St between Vanowen St and Victory Blvd	71.5
Buena Vista St s/o Victory Blvd	70.4
Thornton Ave e/o N. Hollywood Way	65.9
Empire Ave w/o Buena Vista St	67.9
Empire Ave e/o Buena Vista St	70.3
Vanowen St between Clybourn Ave and N. Hollywood Way	70.4
Vanowen St between N. Hollywood Way and Buena Vista St	70.0
Victory Blvd w/o N. Hollywood Way	71.6
Valhalla Dr between Project Driveway and N Hollywood Way	59.4
Victory Blvd between N. Hollywood Way and Buena Vista St	71.1
Victory Blvd e/o Buena Vista St	70.4
Burbank Blvd w/o N. Hollywood Blvd	67.5
Burbank Blvd e/o N. Hollywood Blvd	67.7

SOURCE: ESA, 2021.

NOTES:

Decibel levels were calculated at a distance of 50 feet from the roadway centerline.

^a Traffic study prepared for the Project identified 2021 traffic volumes as existing conditions.

**TABLE 5-16
EXISTING ROADWAY WITH PROJECT NOISE LEVELS**

Roadway Segment	Traffic Noise Levels (dBA CNEL)			Significant Increase? ^b
	Existing (2021) ^a	Existing (2021) with Project	Increase over Existing	
N. Hollywood Way between Winona Ave and Thornton Ave	71.8	71.9	0.1	No
N. Hollywood Way between Thornton Ave and Avon St	71.5	71.6	0.1	No
N. Hollywood Way between Avon St and Vanowen St	68.2	68.3	0.1	No
N. Hollywood Way between Vanowen St and Valhalla Dr	67.4	67.6	0.2	No
N. Hollywood Way between Valhalla Dr and Victory Blvd	69.4	69.6	0.2	No
N. Hollywood Way between Victory Blvd and Burbank Blvd	69.5	69.7	0.2	No
Buena Vista St between Victory Pl and Empire Ave	69.6	69.6	0.0	No
Buena Vista St between Empire Ave and Vanowen St	71.8	71.9	0.1	No
Buena Vista St between Vanowen St and Victory Blvd	71.5	71.6	0.1	No
Buena Vista St s/o Victory Blvd	70.4	70.5	0.1	No
Thornton Ave e/o Hollywood Way	65.9	65.9	0.0	No
Empire Ave w/o Buena Vista St	67.9	67.9	0.0	No
Empire Ave e/o Buena Vista St	70.3	70.5	0.2	No
Vanowen St between Clybourn Ave and N. Hollywood Way	70.4	70.7	0.3	No
Vanowen St between N. Hollywood Way and Buena Vista St	70.0	70.2	0.2	No
Valhalla Dr between Project Driveway and N Hollywood Way	59.4	59.4	0.0	No
Victory Blvd w/o N. Hollywood Way	71.6	71.7	0.1	No
Victory Blvd between N. Hollywood Way and Buena Vista St	71.1	71.1	0.0	No
Victory Blvd e/o Buena Vista St	70.4	70.5	0.1	No
Burbank Blvd w/o N. Hollywood Blvd	67.5	67.6	0.1	No
Burbank Blvd e/o N. Hollywood Blvd	67.7	67.8	0.1	No

SOURCE: ESA, 2021.

NOTES:

Decibel levels were calculated at a distance of 50 feet from the roadway centerline.

^a Traffic study prepared for the Project identified 2021 traffic volumes as existing conditions.

^b Threshold used for significant increase is 3 dBA.

**TABLE 5-17
FUTURE ROADWAY WITH PROJECT NOISE LEVELS**

Roadway Segment	Traffic Noise Levels (dBA CNEL)			Significant Increase? ^b
	Future (2025) ^a	Future (2025) with Project	Increase over Baseline	
N. Hollywood Way between Winona Ave and Thornton Ave	72.6	72.7	0.1	No
N. Hollywood Way between Thornton Ave and Avon St	72.5	72.6	0.1	No
N. Hollywood Way between Avon St and Vanowen St	68.7	68.8	0.1	No
N. Hollywood Way between Vanowen St and Valhalla Dr	67.9	68.1	0.2	No
N. Hollywood Way between Valhalla Dr and Victory Blvd	70.0	70.1	0.1	No
N. Hollywood Way between Victory Blvd and Burbank Blvd	70.1	70.3	0.2	No
Buena Vista St between Victory Pl and Empire Ave	69.8	69.9	0.1	No
Buena Vista St between Empire Ave and Vanowen St	72.1	72.2	0.1	No
Buena Vista St between Vanowen St and Victory Blvd	71.8	71.9	0.1	No
Buena Vista St s/o Victory Blvd	70.7	70.7	0.0	No
Thornton Ave e/o Hollywood Way	63.6	63.6	0.0	No
Empire Ave w/o Buena Vista St	67.6	67.6	0.0	No
Empire Ave e/o Buena Vista St	70.2	70.3	0.1	No
Vanowen St between Clybourn Ave and N. Hollywood Way	70.6	70.9	0.3	No
Vanowen St between N. Hollywood Way and Buena Vista St	70.2	70.4	0.2	No
Valhalla Dr between Project Driveway and N Hollywood Way	59.4	59.4	0.0	No
Victory Blvd w/o N. Hollywood Way	72.1	72.1	0.0	No
Victory Blvd between N. Hollywood Way and Buena Vista St	71.5	71.5	0.0	No
Victory Blvd e/o Buena Vista St	70.6	70.6	0.0	No
Burbank Blvd w/o N. Hollywood Blvd	67.7	67.8	0.1	No
Burbank Blvd e/o N. Hollywood Blvd	67.9	67.9	0.0	No

SOURCE: ESA 2021

NOTES:

Decibel levels were calculated at a distance of 50 feet from the roadway centerline.

^a Traffic study prepared for the proposed project identified 2021 traffic volumes as existing conditions.

^b Threshold used for significant increase is 3 dBA.

Operational Fixed Mechanical Equipment Noise

The operation of mechanical equipment such as air conditioning equipment may generate audible noise levels. According to the Project plans, the Project’s mechanical equipment would be fully enclosed on the rooftops and within mechanical rooms within parking areas. Mechanical equipment that would be fully shielded from nearby noise sensitive uses would avoid conflicts with adjacent uses and would not result in audible increases in noise levels. Impacts related to mechanical equipment noise would be less than significant and no mitigation measures are required.

Parking Structure Noise

The Project consists of three 5-level parking areas providing 456 parking spaces on the west side of the office building, 543 spaces on the north side of Residential Building 1, and 589 spaces on

the south side of Residential Building 2. These parking structures would not be fully enclosed and would potentially expose off-site uses to parking structure-related noise.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from parking activity within each of the three parking structures, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the onsite parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq}(h) = SEL_{ref} + 10\log(NA/1000) - 35.6, \text{ where}$$

$L_{eq}(h)$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

N_A = number of automobiles per hour

Using the FTA's reference noise level of 92 dBA SEL^{71} at 50 feet from the noise source for a parking lot, noise levels from each of the proposed parking structure façades was estimated. **Table 5-18, *Parking Structure Noise Levels (L_{eq})***, summarizes estimated parking-related noise levels and potential increases in ambient noise at the nearest sensitive receptors. As shown, parking-related noise from individual driveways as well as the total of all three driveways would not result in significant increases in ambient noise levels (ambient plus 5 dBA). As such, impacts would be less than significant, no mitigation measures are required.

Outdoor Open Space Noise

As discussed in Chapter 2, *Project Description*, the Project would provide public and private open space including east-west paseo (Fry's Way Plaza), a north-south paseo, podium courtyards, residential pool decks, and a level 1 Plaza. The proposed open spaces would include passive use, would not include amplified sound, and would not serve as locations for organized events. Therefore, outdoor open spaces would not result in audible increases in noise levels at sensitive receptors. Impacts related to outdoor open space would be less than significant and no mitigation measures are required.

⁷¹ Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, 2006.

**TABLE 5-18
PARKING STRUCTURE NOISE LEVELS (L_{eq})**

Project Parking	Sensitive Receptor	Estimated Parking Related Noise Levels, (L _{eq})	Existing Ambient Noise Levels, dBA (L _{eq})	Ambient + Project Noise Levels, dBA (L _{eq})	Significance Threshold, dBA (L _{eq})	Exceed Significance Threshold
Office Building	R1	34.4	49.9	50.0	54.9	No
	R2	24.1	70.9	70.9	75.9	No
	R3	36.3	63.7	63.7	68.7	No
	R4	17.1	70.9	70.9	75.9	No
	R5	15.2	71.1	71.1	76.1	No
	R6	13.8	49.8	49.8	54.8	No
Residential Building I	R1	18.1	49.9	49.9	54.9	No
	R2	14.4	70.9	70.9	75.9	No
	R3	18.3	63.7	63.7	68.7	No
	R4	15.5	70.9	70.9	75.9	No
	R5	30.1	71.1	71.1	76.1	No
	R6	16.0	49.8	49.8	54.8	No
Residential Building 2	R1	25.4	49.9	49.9	54.9	No
	R2	18.4	70.9	70.9	75.9	No
	R3	36.7	63.7	63.7	68.7	No
	R4	20.2	70.9	70.9	75.9	No
	R5	16.1	71.1	71.1	76.1	No
	R6	18.1	49.8	49.8	54.8	No
Total Combined Parking Noise	R1	35.0	49.9	50.0	54.9	No
	R2	25.5	70.9	70.9	75.9	No
	R3	39.6	63.7	63.7	68.7	No
	R4	22.8	70.9	70.9	75.9	No
	R5	30.4	71.1	71.1	76.1	No
	R6	21.1	49.8	49.8	54.8	No

SOURCE: ESA, 2021.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. Construction of the project would generate groundborne noise and vibration, however, no structural damages or human annoyance would occur as a result of project construction. Operation of the project would not generate substantial groundborne noise or vibration that would affect adjacent land uses. No mitigation measures are required.

Federal Vibration Standards

The FTA has published data on vibration levels in its 2018 Transit Noise and Vibration Impact Assessment that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 5-19, Construction Vibration Damage Criteria**.

**TABLE 5-19
 CONSTRUCTION VIBRATION DAMAGE CRITERIA**

Building Category	PPV (inch/sec)	Approximate L _v
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018, Table 7-5.

NOTES:

µin/sec = microinches per second; FTA = Federal Transit Administration; inch/sec = inches per second; LV = velocity in decibels; PPV = peak particle velocity; RMS = root-mean-square

The vibration thresholds associated with human response to different levels of groundborne noise and vibration are shown in **Table 5-20, Human Response to Different Levels of Groundborne Noise and Vibration**.

**TABLE 5-20
 HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUNDBORNE NOISE AND VIBRATION**

Vibration Velocity Level (VdB)	Noise Level (dBA)		Human Response
	Low Frequency ^a	Mid Frequency ^b	
65	25	40	Approximate threshold of perception for many humans. Low-frequency sound usually inaudible, mid-frequency sound excessive for quiet sleeping areas.
75	35	50	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying. Low-frequency noise acceptable for sleeping areas, mid-frequency noise annoying in most quiet occupied areas.
85	45	60	Vibration acceptable only if there are an infrequent number of events per day. Low-frequency noise annoying for sleeping areas, mid-frequency noise annoying even for infrequent events with institutional land uses such as schools and churches.

SOURCE: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, Table 5-5.

NOTES:

VdB = vibration velocity decibels; dBA = A-weighted decibels

^a Approximate noise level when vibration spectrum peak is near 30 Hz.

^b Approximate noise level when vibration spectrum peak is near 60 Hz.

Because vibration level in root mean square (RMS) is best for characterizing human response to building vibration and vibration level in PPV is best used to characterize potential for damage, this

construction vibration impact analysis will discuss the human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (inch/sec).

Because vibration impacts occur normally within buildings, the distance to the nearest sensitive uses, for vibration impact analysis purposes, is measured between the nearest off-site sensitive use buildings and the Project boundary (assuming the construction equipment would be used at or near the Project boundary). Bulldozers and other heavy-tracked construction equipment generate approximately 87 VdB of groundborne vibration when measured at 25 feet.⁷² This level of groundborne vibration exceeds the threshold of human perception, which is around 65 VdB. Although this range of groundborne vibration levels would result in potential annoyance to people in buildings adjacent to the Project Site, they would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside the residential buildings in the project vicinity). As shown in Table 5-18, FTA guidelines show that a vibration level of up to 102 VdB (an equivalent to 0.5 inch/sec in RMS) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage.⁷³ For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec in RMS). **Table 5-21, *Vibration Source Amplitude for Construction Equipment***, further shows the PPV values at 25 feet from the construction vibration source, as well as vibration levels in terms of VdB at 25 feet from the construction vibration source.

Construction Vibration Structural Damage Impacts

Site preparation for the Project is expected to use a Tractor/Loader/Backhoe (1), Excavator (1), Vacuum Street Sweeper (1); It is anticipated that the greatest levels of vibration would occur during the site preparation phase. All other phases are expected to result in lower vibration levels. As shown in **Table 5-20**, except for impact pile drivers, which would not be used on the Project Site, no other construction equipment would generate a vibration level exceeding the 0.5 in/sec PPV threshold at a distance of 25 feet.

A historic resource has been identified at 3800 Valhalla Drive. The structure is located approximately 115 feet south of the Project Site boundary. As shown in **Table 5-18**, the structural damage threshold for buildings extremely susceptible to vibration damage is 0.12 in/sec PPV. At a distance of 115 feet, maximum vibration velocities during site preparation would reach 0.008 in/sec PPV. Therefore, Project construction would not result in vibration velocities that would exceed structural damage threshold of 0.12 in/sec PPV for historic structures or 0.5 in/sec PPV for reinforced-concrete, steel or timber structures. No structural damage from Project construction would occur, and no mitigation is required.

⁷² FTA, *Transit Noise and Vibration Impact Assessment*, 2006, Table 7-1.

⁷³ FTA, *Transit Noise and Vibration Impact Assessment*, 2018.

TABLE 5-21 VIBRATION SOURCE AMPLITUDES FOR CONSTRUCTION EQUIPMENT

Equipment	Reference PPV/L _v at 25 Feet	
	PPV (inch/sec)	L _v (VdB)
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Earth Mover	0.011	69
Excavator	0.047	81
Fork Lift	0.047	81
Skid Steer	0.047	81
Wheel Loader	0.076	86
Tractor	0.076	86
Backhoe	0.076	86
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Vacuum Street Sweeper	0.035	79
Jackhammer	0.035	79
Small Bulldozer	0.003	58

SOURCES: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006, Table 12-2;
 Caltrans, *Transportation and Construction Vibration Guidance Manual*, 2013.

NOTE:
 PPV = peak particle velocity; LV = velocity in decibels; inch/sec = inches per second; VdB = vibration velocity decibels

Construction Vibration Human Annoyance Impacts

Vibration level (VdB) attenuation through soil is represented by the following equation:

$$L_{vdB}(D) = L_{vdB}(25 \text{ feet}) - 30 \text{ Log}(D/25)$$

Where D is the distance between the vibration source and the receiver. L_{vdB}(25 feet) is the source vibration level measured at 25 feet. A vibration level at 50 feet is 9 VdB lower than the vibration level at 25 feet. Vibration at 100 feet from the source is 18 VdB lower than the vibration level at 25 feet. Therefore, receptors at 50 feet from the construction activity may be exposed to groundborne vibration up to 78 VdB (or 0.030 inch/sec PPV or lower). Receptors at 100 feet from the source may be exposed to groundborne vibration up to 69 VdB.

Existing sensitive uses (residences) in the immediate vicinity include:

Receiver Location R1: This location represents the existing noise environment of the area to the west, adjacent to the Pierce Brothers Valhalla Memorial Park and Mortuary. The distance to Project Site varies from approximately 380 to 1,300 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 35 VdB to 51 VdB.

Receiver Location R2: This location represents the area to the southwest of the Project Site, adjacent to residences on W. Pacific Avenue. The distance to Project Site varies from 700 to 1,400 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 43 VdB to 52 VdB.

Receiver Location R3: This location represents the existing noise environment in the area (Larry L. Maxam Memorial Park) to the south of the Project Site along N. Screenland Drive. The distance to Project Site varies from 315 to 990 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 34 VdB to 48 VdB.

Receiver Location R4: This location represents the existing noise environment at residences near the corner of N. Hollywood Way and W. Pacific Avenue, southeast of the Project Site. The distance to Project Site varies from 700 to 1,200 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 43 VdB to 50 VdB.

Receiver Location R5: This location represents the existing noise environment of a hotel (Los Angeles Marriott Burbank Airport) to the northeast of the Project Site along N. Hollywood Way. The distance to Project Site varies from 715 to 1,500 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 44 VdB to 53 VdB.

Receiver Location R6: This location represents the existing noise environment of an elementary school (Providencia Elementary School) to the southeast of the Project Site along W. Pacific Avenue. The distance to Project Site varies from 820 to 1,800 feet, depending on the area with construction equipment in each phase. At these distances, vibration level would be reduced by 45 VdB to 56 VdB.

With these distance attenuations, construction equipment generated vibration would be reduced to 56 VdB or lower at the off-site sensitive receiver locations. This range of vibration levels is lower than the 65 VdB identified in **Table 5-20** for human threshold of vibration impact. A less than significant human annoyance impact would occur from project construction.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-Significant Impact. As discussed in response to Checklist Question XIII.a above, the Project Site is located within an airport land use plan. The nearest airport is the Burbank-Hollywood Airport, located approximately 1,100 feet north of the Project Site.

The Project proposes residential uses that could be exposed to aircraft noise from the Airport. Traffic noise from vehicular traffic on N. Hollywood Way, as well as train noise on the railroad tracks to the north of the Project Site would also contribute to the ambient noise in the Project area. Typically, the environment's impacts on a project are not considered under CEQA. Thus, the following analysis of potential noise impacts on future on-site residential uses has been included for informational purposes only.

The City’s General Plan community noise compatibility guidelines sets normally acceptable, possibly acceptable, and normally unacceptable exterior noise levels for various land uses. For multifamily residential uses, whether it is pure residential or mixed-use area, the normally acceptable exterior noise level is up to 65 dBA CNEL. In possibly acceptable zone (61 to 70 dBA CNEL), residential units should be established only when exterior (living) areas are omitted from project or noise levels in exterior areas can be mitigated to the normally acceptable level. Therefore, the following analysis discusses potential noise impacts to the proposed residential units and identify mitigation measures to mitigate exterior noise levels to the normally acceptable (65 dBA CNEL) exterior noise levels for new multifamily residential uses.

Airport Noise. The Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study was prepared in March 2016.⁷⁴ As shown in **Figure 5-11, Hollywood Burbank Airport Contour**, a small portion of the western edge of the residential units (Building 1 and Building 2) would lie within the Airport 65 dBA CNEL. As shown in **Table 5-22, Airport Noise Levels**, based on the distance of future residential uses from the contour line, it is estimated that the western edge of residential Buildings 1 and 2 are exposed to 65.5 dBA CNEL and the eastern edge of residential Buildings 1 and 2 are exposed to 64.8 dBA CNEL.

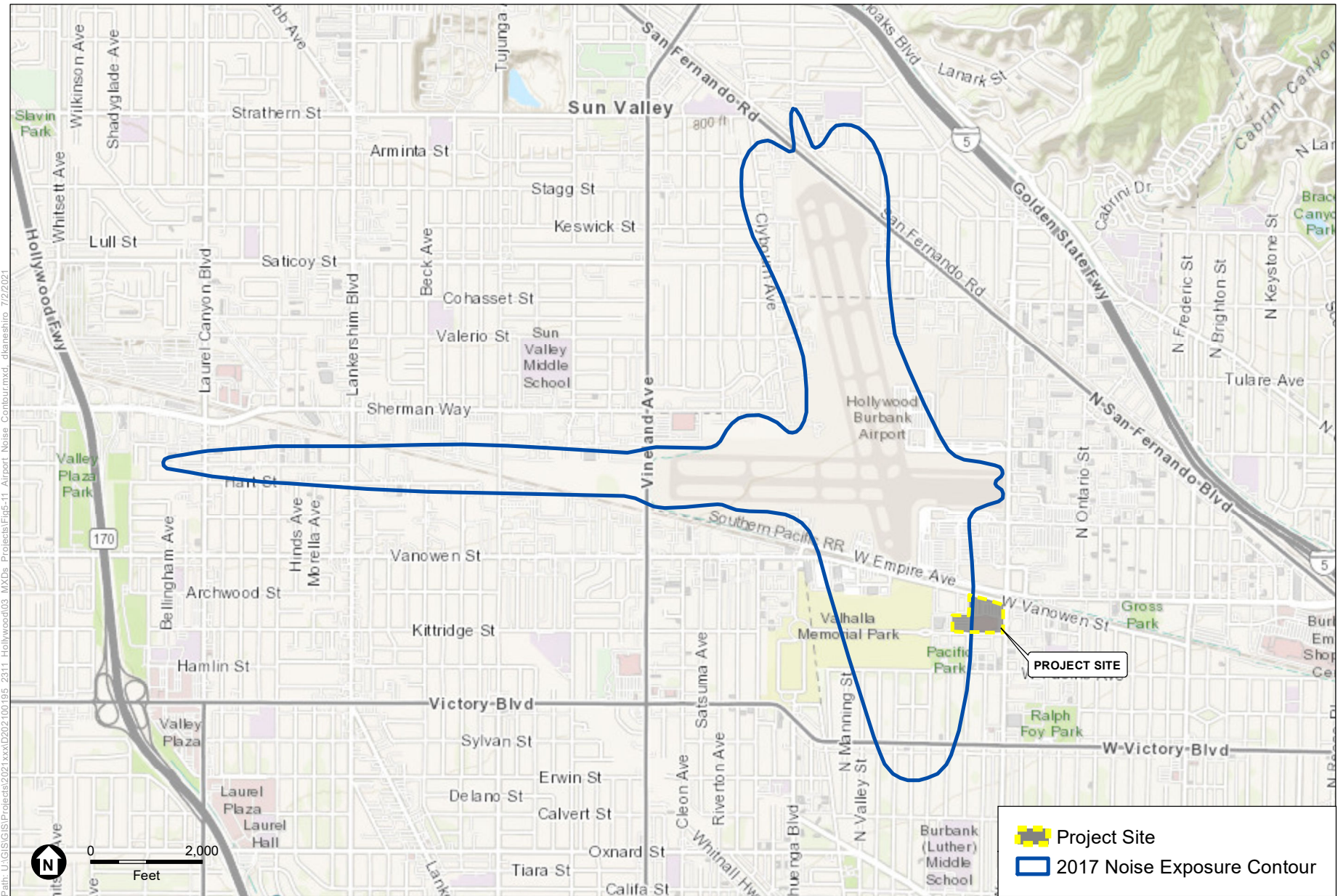
**TABLE 5-22
 AIRPORT NOISE LEVELS**

Aircraft Noise Levels (dBA CNEL)	
Building Area	Future ^a
On-Site Residential Buildings 1 and 2	
Western Side	65.5
Eastern Side	64.8

SOURCE: ESA, 2021.
 NOTES:
 Decibel levels were estimated at the edge of residential units.
^a Aircraft noise levels are estimated based on 2017 airport noise contour map.

Train Noise. Based on the data provided, daily trains that travel by the Project Area typically include 45 passenger trains at a speed of 79 mph and 7 freight trains at a speed of 30 mph. Based on the railway monitoring logs conducted by ESA, it was determined that there are 2 engines (locomotives) and 40 railcars per freight train, and one engine (locomotive) and 6 railcars per passenger train. As a worst case assumption, 4 freight trains would pass by the Project area during the nighttime hours (10 p.m. to 7 a.m.), and two freight trains would pass by during the daytime hours (7 a.m. to 10 p.m.). There are 34 Amtrak and Metrolink trains that travel during the daytime hours and 11 Amtrak and/or Metrolink trains that travel during the nighttime hours. Using the approach provided by the FTA, these trains would result in a (freight and passenger) train noise

⁷⁴ Coffman Associates Inc., *Bob Hope Airport 14 CFR 150 Study Noise Compatibility Program Revision #2*, 2016.



SOURCE: Mapbox; Los Angeles County, 2020.

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Figure 5-11
Hollywood Burbank Airport Noise Contour

of 60.2 dBA Ldn/CNEL at a distance of 50 feet from the center of the railroad tracks. The nearest units to the railroad tracks are the Project townhome-style residential units that would be approximately 100 feet from the railroad tracks centerline, and would receive a 4.5 dBA reduction from doubling the distance (50 feet to 100 feet) from a line source. Similarly, the Project on-site live-work residential units are approximately 130 feet from the centerline of the railroad tracks, and would receive a noise reduction of 6.4 dBA. The other portions of Building 1 are located approximately 155 feet from the centerline of the railroad tracks and would receive a noise reduction of 7.4 dBA. Even though lower level residential units in Building 1 would be shielded by the live-work residential units, residential units on upper levels of Building 1 would not benefit from the shielding provided by the live-work units. Therefore, the train noise calculated for the Project on-site townhome-style units, live-work units, and other units in Building 1 are 55.7 dBA CNEL, 53.8 dBA CNEL, and 52.8 dBA CNEL, respectively.

Vehicular Traffic Noise. Table 5-23, *Traffic Noise Levels*, summarizes vehicular traffic noise levels affecting proposed on-site residential units. As shown in Table 5-23, traffic noise at 50 feet from the centerline of N. Hollywood Way, between Vanowen Street and Valhalla Drive, would be 68.1 dBA CNEL. At the residential units (Buildings 1 and 2) fronting N. Hollywood Way, which are at 60 feet from the centerline of N. Hollywood Way, traffic noise would be 67.3 dBA CNEL. At the live-work residential units (Building 1), which are at 60 to 75 feet from the centerline of N. Hollywood Avenue, traffic noise would be 67.3 to 66.3 dBA CNEL. The proposed townhome units would be approximately 330 feet from the centerline of N. Hollywood Way. Not accounting for shielding provided by the live-work residential units from the majority of traffic noise on N. Hollywood Way, the worst case traffic noise from N. Hollywood Way at the townhome units would be 59.9 dBA CNEL.

**TABLE 5-23
 TRAFFIC NOISE LEVELS**

Roadway Segment	Distance from Centerline	Traffic Noise Levels (dBA CNEL)
Hollywood Way between Vanowen St and Valhalla Dr	50	68.1
Buildings 1 and 2, Live Work Units	60	67.3
Live-Work Units	75	66.3
Townhome Units	330	59.9
Vanowen St between Clybourn Ave and N Hollywood Way	50	70.9
Building 1, Live-Work Units, Townhome Units	60	70.1
Live-Work Units	75	69.1
Townhome Units	100	67.9
Valhalla Dr between Project Driveway and N Hollywood Way	50	59.4
Building 2	30	61.6

SOURCE: ESA, 2021.

NOTES:

See Appendix J for traffic noise calculations worksheets.

From Vanowen Street, the traffic noise level at 50 feet from the roadway centerline is 70.9 dBA CNEL. The proposed townhome units are approximately 60 feet to 100 feet from the centerline of the road, the live-work units are approximately 60 feet to 75 feet away from the roadway centerline, and the closest residential units at Building 1 are approximately 60 feet from the roadway centerline. Therefore, the traffic noise level from Vanowen Street would be 67.9 to 70.1 dBA CNEL at the townhome units, 69.1 to 70.1 dBA CNEL at the live-work units, and 70.1 dBA CNEL at the closest residential units at Building 1. Building 2 residential units would be completely shielded from Vanowen Street by Building 1, townhome units, and live-work units and would therefore not be exposed to any noise from Vanowen Street.

From Valhalla Drive, the traffic noise level at 50 feet from the roadway centerline is 59.4 dBA CNEL. Building 2 residential units fronting Valhalla Drive are approximately 30 feet from the centerline of the roadway. The traffic noise level from Valhalla Drive would be 61.6 dBA CNEL at these units. The townhome units, live-work units, and Building 1 unit would be completely shielded from Valhalla Drive by Buildings 1 and 2 and would therefore not be exposed to any noise from Valhalla Drive.

Combined Noise. As discussed above, on-site residential units would be exposed to noise from aircraft, trains, and on-road vehicles. Noise levels from each of these noise sources have been estimated, as described above, based on the general location of proposed on-site residential units. Potential on-site noise exposure has been estimated by assuming worst-case noise exposure from each noise source, as described in detail below, and then logarithmically added to determine combined noise exposure. Some residential units would be exposed to traffic noise from both N. Hollywood Way and Vanowen Street or both N. Hollywood Way and Valhalla Drive. As a result, traffic noise from the appropriate two roadway segments has been combined to account for the worst case exposure for residential units in the northeast corner of the Project Site (Building 1) and the southeast corner of the Project Site (Building 2), respectively.

The townhome units and live-work units would be exposed to traffic noise from N Hollywood Drive and Vanowen Street, aircraft noise from the Airport, and train noise from the railroad tracks to the north of the Project Site. Estimated combined noise exposure for townhome units and live-work units is 71.8 dBA CNEL and 72.7 dBA CNEL, respectively.

Building 1 residential units fronting N. Hollywood Way would be exposed to traffic noise from N Hollywood Drive and Vanowen Street, aircraft noise from the Airport, and train noise from the railroad tracks to the north of the Project Site. Residential units on floors 4 to 5 of Buildings 1 and 2 would also be affected by train noise as the townhome-style units and the live-work units are only 3 stories high. Estimated combined noise exposure for Building 1 residential units fronting N Hollywood Drive is 72.7 dBA CNEL.

Building 2 residential units fronting N. Hollywood Way would be exposed to traffic noise from N Hollywood Drive and Valhalla Drive and aircraft noise from the Airport. Estimated combined noise exposure for Building 1 residential units fronting N Hollywood Drive is 72.7 dBA CNEL.

Table 5-24, *Combined Noise Levels*, lists the worst case traffic, aircraft, and train noise levels at the townhome units, live-work units, and residential units at Buildings 1 and 2 as well as the overall

noise level exposure from all three sources combined. As shown in **Table 5-24**, the worst case combined noise levels at the townhome units, live-work units, Buildings 1, and Building 2 would be 71.8, 72.7, 72.7, and 69.9 dBA CNEL, respectively

**TABLE 5-24
 COMBINED NOISE LEVELS**

Proposed On-site Residential Building	Combined Noise Levels (dBA CNEL)			
	Traffic Noise (2029) ^a	Aircraft Noise	Train Noise	Combined Noise
Townhome Building ^a	70.5	65.5	55.7	71.8
Live-Work Building ^a	71.9	64.8	53.8	72.7
Building 1 ^a	71.9	64.8	52.8	72.7
Building 2 ^b	68.3	64.8	0.0	69.9

SOURCE: ESA, 2021.

NOTES:

^a Combined noise level includes traffic noise from N Hollywood Way and Vanowen St, aircraft noise, and train noise.

^b Combined noise level includes traffic noise from N Hollywood Way and Valhalla Dr and aircraft noise.

Standard buildings in warm climate areas would provide a 24 dBA exterior-to-interior noise attenuation with windows and doors closed, and 12 dBA noise attenuation with windows open. In order to meet the 45 dBA CNEL interior noise standard for residential uses, residences proposed within the impact zone of 57 dBA CNEL (with windows open, interior spaces experiencing 45 dBA CNEL would experience an additional 12 dBA in noise) should be equipped with mechanical ventilation (e.g., air conditioning) to ensure that windows can remain closed for prolonged periods of time. For residential uses proposed within the impacts zone of 69 dBA CNEL or higher (standard building practices would provide a 24 dBA exterior to interior noise attenuation resulting in an interior 45 dBA CNEL noise level exposure), building façade upgrades (e.g., windows upgrades with sound transmission class ratings higher than the STC-28 standard building design would provide) would be required. Based on the above analysis, future residences in the proposed on-site residential building would be required to have mechanical ventilation provided as either a standard feature. However, building façade upgrades are not required.

As **Table 5-24** shows, the townhome units, live-work units, and Building 1 and 2 units nearest to N. Hollywood Way would be exposed to exterior noise levels exceeding the 65 dBA CNEL exterior noise standard recommended for residential uses. Therefore, since outdoor living areas such as balconies and patios are proposed, at a minimum, traffic noise level is required by the City’s General Plan Noise Element to be mitigated to below 65 dBA CNEL.

Project Design Features

The following Project Design Features would ensure that future on-site residential uses would be exposed to acceptable exterior and interior noise levels:

PDF-NOI-1: Outdoor Noise Impacts. All residential units with outdoor livable spaces (e.g., exterior patios or balconies fronting N. Hollywood Way will install a noise barrier with a minimum height of 4 feet.

PDF-NOI-2: Indoor Noise Impacts. Indoor noise level exposure would be minimized by incorporating the following construction practices:

Mechanical ventilation, such as air conditioning, shall be required for all on-site residential units to ensure that windows can remain closed for prolonged periods of time.

Building façade upgrades, such as windows upgrades with sound transmission class (STC) ratings higher than standard building would provide (STC-28) shall be implemented for all residential units facing the streets (N. Hollywood Way and Vanowen Street), railroad tracks, and airport approach/departure paths. Windows with STC-30 or higher shall be installed for bedrooms and living rooms associated with residential units on the eastern, northern and western sides of the Project Site.

Windows and sliding glass doors shall be mounted in low air infiltration rated frames.

Exterior doors shall be solid core with perimeter weather stripping and threshold seals.

Roof or attic vents facing the noise source of concern shall be boxed or provided with baffling.

With implementation of PDF-NOI-1, residential units (Buildings 1 and 2) that front N. Hollywood Way would include a minimum 4-foot-tall noise barrier for outdoor active use areas such as balconies. Noise barriers would provide a minimum 5 dBA reduction in noise, reducing outdoor noise to less-than-significant levels. Implementation of PDF-NOI-2 assumes that windows and doors remain closed to obtain maximum noise level reductions in interior spaces. Standard buildings in warm climate areas would provide a 24 dBA exterior-to-interior noise attenuation with windows and doors closed, and 12 dBA noise attenuation with windows open. Thus, with implementation of PDF-NOI-2, residential units would be able to utilize mechanical ventilation, allowing windows to remain closed for long periods of time. With windows closed, residential units with standard STC-28 rated windows would provide a 24 dBA exterior-to-interior reduction in noise levels. Window upgrades to a minimum STC-30 rating would provide an additional 2 dBA noise level reduction for a total exterior-to-interior reduction of 26 dBA with windows closed. Consistent with General Plan noise control measures (General Plan Noise Element Table N-5), interior noise exposure within future on-site residential units would be minimized by mounting windows and sliding glass doors in low air infiltration rated frames, exterior doors are solid core with weather stripping and seals, and roof or attic vents facing the noise sources of concern would be boxed or provided with baffling. With incorporation of PDF-NOI-1 and PDF-NOI-2, future on-site residential units would not be exposed to excessive noise levels related to combined roadway-, rail-, or airport-related noise and impacts would be less than significant.

XIV. Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less-than-Significant Impact. The Project would involve demolition of the existing commercial buildings on the Project Site to support a mixed-use transit-oriented development with residential and commercial uses. As shown in **Table 5-25, *Projected Increases in Population, Housing, And Employment***, the Project would increase the residential population of the City by introducing 862 residential units that would generate an estimated population of 2,121 residents at the Project Site. In addition, the Project would include approximately 151,800 square feet of office and 9,700 square feet of restaurant uses, which would generate an estimated increase of approximately 499 employees on the Project Site. When taking into account the demolition of the existing Fry’s Electronics Store, the Project would result in a net increase of 249 employees.

As shown in **Table 5-26, *Projected Population, Housing, and Employment Increases for the City***, and based on SCAG’s 2020 RTP/SCS projections, the City’s population, household, and employment growth is expected to increase by 8,606 persons, 5,544 households, and 20,441 jobs between 2021 and 2045, respectively. At the time the Project is complete in 2026, the projected forecasted growth would be approximately 2,066 individuals, less than the Project’s estimated addition of 2,121 individuals.⁷⁵ Therefore, the Project’s estimated 2,121 person increase in population and 249 net increase in employees would fall within SCAG’s growth forecast for the City for the period running from 2021 to 2045.

⁷⁵ Forecasted growth of the SCAG population, housing, employment = (8,606 SCAG forecasted growth between 2021 and 2045/25 years) x 5 years

**TABLE 5-25
 PROJECTED INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT**

Population and Housing Units			
Use	Amount	Average Household Size^a	Total Population
Residential	862 units	2.46	2,121
Employment			
<i>Existing Employees</i>			
Use	Amount	Employment Generation Factor (square feet per employee)^b	Existing Number of Employees
Fry's Electronics Store	105,626 square feet	424	250
<i>Projected Employees</i>			
Use	Amount	Employment Generation Factor (square feet per employee)^b	Number of Employees
Office	151,800 square feet	319	476
Restaurant	9,700 square feet	424	23
Total Projected Employees			499
Net Employees			249

SOURCE: ESA, 2021.

NOTES:

^a SCAG, Pre-Certified Local Housing Data for the City of Burbank, August 2020.

^b Natelson Company, Inc., Employment Density Study Summary Report prepared for SCAG, October 31, 2001, Table II-B.

**TABLE 5-26
 PROJECTED POPULATION, HOUSING, AND EMPLOYMENT INCREASES FOR THE CITY**

	Project Increase^a	SCAG Forecasted Growth Between 2021 and 2045^b	Project's Percentage of Forecasted Growth^c
Population			
2021–2045 Projection Horizon	2,121	8,606	24.7%
Housing Units			
2021–2045 Projection Horizon	862	5,544	15.6%
Employment			
2021–045 Projection Horizon	249	20,441	1.2%

SOURCE: Compiled by ESA, 2021. Based on SCAG 2020 RTP/SCS projections.

NOTES:

^a From Table 5-25, *Projected Increases in Population, Housing, and Employment*.

^b Forecasted growth is estimated based on the projections for the City provided in the SCAG 2020 RTP/SCS.

^c Percentages are rounded.

As the Project's increases in population, housing, and employment would be within SCAG's 2020 RTP/SCS 2045 projections for the City, the Project would not induce unplanned substantial

population growth in the area directly through the development of new housing and employment opportunities.

The Project would support and not conflict with relevant the goals, objectives and policies in the City's General Plan. Most notably, the Project would provide infill housing through the provision of 862 residential units with a diverse mix of dwelling types, containing both market-rate and 80 Very Low Income units, with a range of household sizes. These characteristics of the Project would support Land Use and Housing objectives and policies for increasing housing supply and affordable housing in the City and for increasing density within a TPA and HQTAs.

Additionally, the City's 2014-2021 Housing Element, which is based on SCAG's 5th Cycle Regional Housing Needs Assessment (RHNA) allocations, indicates the total housing growth need for the City during this planning period is 2,684 units.⁷⁶ The 2,684 units, which is inclusive of both market-rate and affordable housing units, represents the City's share of the RHNA approved by SCAG as a response to State-mandated housing planning. The Project's provision of 862 multi-family residential units, 80 of which would be for the Very Low Income category, would assist the City in meeting the affordable household goals provided in the 2014-2021 Housing Element.

In addition to the 2014-2021 Housing Element and the 2020 RTP/SCS, the City is currently in the process of updating its Housing Element to comply with State law, and support consistency with the housing needs for the City established in the 6th Cycle RHNA allocations. The 6th Cycle RHNA allocations show the City's allocation of housing between October 2021 and October 2029 to be 8,872 units.⁷⁷ Accordingly, the Project's proposed housing (862 units) would constitute 9.7 percent of the 6th Cycle RHNA allocations between 2021 and 2029. Therefore, the Project would promote fulfillment of the City's future updated Housing Element goals and the 6th Cycle RHNA allocation.

The Project would link with and tie into existing infrastructure in the Project area. While new infrastructure for public service and utility systems would be required, the new infrastructure would not induce substantial population growth indirectly through the extension of roads or other infrastructure into undeveloped areas. The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the Project would represent infill development and would utilize the existing transportation and utility infrastructure to serve the Project. As such, the Project would not induce substantial population growth in the area, either directly or indirectly that cannot be reasonably accommodated, impacts would be less than significant, and no mitigation measures are required.

⁷⁶ City of Burbank, *Burbank2035 General Plan*, Chapter 8: Housing Element, December 2013, Table 8-25, https://new.burbankca.gov/documents/173607/0/20140101_2014_2021_Housing_Element+%281%29.pdf/3bdbdf72-504c-7d31-ecd6-e7641f539c20?t=1616623695484, accessed June 2, 2021.

⁷⁷ SCAG, *6th Cycle Final RHNA Allocation Plan*, approved by HCD on March 22, 2021, <https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1616462966>, accessed June 9, 2021.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No dwelling units are currently located on the Project Site and implementation of the Project would not result in the displacement of a substantial number of people. Since housing or people would not be displaced, the construction of replacement housing elsewhere would not be necessary. No impact would occur, and no mitigation measures are required.

XV. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Fire protection?

Less-than-Significant Impact. The BFD provides fire protection and emergency services to the City including the Project Site. The BFD is responsible for enforcing City fire codes, providing fire inspections, assisting in planning, and enforcing development standards. All site and building development carried out under the Project would be required to comply with all applicable City fire codes and ordinance requirements for construction, emergency/fire, access, water mains, fire flows, and hydrants, and would be subject to review and approval by the BFD prior to building permit and certificate of occupancy issuance. Development with modern materials and in accordance with current standards, inclusive of fire resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance fire safety and support fire protection services.

The closest fire station to the Project Site is BFD Station 13, which is approximately 0.6 miles southwest. BFD Station 13 is the first response station for the Project and is equipped with an engine and rescue ambulance.⁷⁸ The Project Site is also located approximately 1.08 miles northwest of the BFD Station 14, which is equipped with a single fire engine and maintains and repairs the self-maintaining apparatus (SCBA), as well as testing all fire fighters in the proper fit.⁷⁹ Furthermore, the Project would comply with BMC Title 9, Chapter 1, Building and Fire, which requires all construction and demolition to be permitted, as well as inspection of all fire apparatus

⁷⁸ Burbank Fire Department (BFD), Correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

⁷⁹ BFD, Fire Stations, <https://www.burbankfire.us/divisions/fire-suppression/fire-stations>, accessed April 16, 2021.

and emergency ingress and egress routes to and from the Projects Site. The Project would be required to follow fire flow requirements for the buildings based on the California Fire Code Appendix B, as well as installing fire protection devices based on the California Fire Code, National Fire Protection Association (NFPA) 13, NFPA 72, and the BMC.

The Project would also be required to demonstrate compliance with California Fire Code requirements as part of BFD's hydrant and access plan check review. In addition, the Project Applicant shall submit an emergency response plan to BFD prior to occupancy of the Project for review and approval. The emergency response plan would include, but not be limited to, the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and location of nearest hospitals and fire stations. Furthermore, any required modification to the Emergency Response Plan shall be identified and implemented prior to occupancy of the Project.

Finally, the BFD has stated that there are no short term plans for increases in staffing pending.⁸⁰ As noted by the BFD, impacts on call volumes and apparatus/infrastructure maintenance will be monitored over time, which could lead to the future need to expand infrastructure and staffing for service. As required by Title 10, Article 22, *Community Facilities Fees*, of the Burbank Municipal Code, all residential projects are required to pay citywide community development fees of \$2,111.65 per dwelling unit to ensure appropriate funding to community services, such as the BFD.⁸¹ Therefore, compliance with existing requirements and BFD review of the Project would ensure that impacts related to fire protection services would be less than significant, and no mitigation measures are required.

b. Police protection?

Less-than-Significant Impact. The Project Site and the surrounding area are currently served by the City of Burbank Police Department (BPD) Headquarters located approximately 2.35 miles east of the Project Site. The BPD have stated that there are no planned changes to police staffing and operations that would be needed to serve the Project, and that there are no planned improvements to the police protection facilities in the service area of the Project Site.⁸² Therefore, the Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the Project would be required to pay applicable community facility fees pursuant to Burbank Municipal Code, Title 10, Article 22, *Community Facility Fees*, that could be applied toward the provision of new police facilities in the community, as deemed appropriate by the Building Official at the time of final inspection.⁸³ The Project's design, which includes security features, as well as the Project's contribution of in lieu fees, would reduce the Project's increases in demand for police services. As such, the Project would not cause significant impacts associated with the construction of new or physically altered police protection facilities. Compliance with the associated regulatory requirements and guidelines that

⁸⁰ BFD, Correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

⁸¹ City of Burbank, *City of Burbank 2020–2021 Citywide Fee Schedule*, 2020, Section 3, Development Impact Fees, Subsection A.

⁸² BFD, Correspondence dated May 5, 2021 [provided as Appendix K to this SCEA].

⁸³ *Burbank Municipal Code*, Title 10, Article 22, Division 1, General Provisions Relating to Fees (Community Facility Fees).

address police protection will ensure that impacts resulting from Project implementation are less than significant.

c. Schools?

Less-than-Significant Impact. The Project Site is located within the boundaries of the Burbank Unified School District (BUSD). The BUSD schools serving the Project Site include Providencia Elementary School located at 1919 North Ontario Street, approximately 0.15 miles east of the Project Site; Luther Burbank Middle School located at 3700 Jeffries Boulevard, approximately 0.64 miles south of the Project Site; and Monterey High School located at 1915 West Monterey Avenue, approximately 0.97 miles east of the Project Site. The Project involves the development of 862 residential units, which would generate additional students within the Project area and result in an increased demand for BUSD school services. The addition of 862 residential units would generate an estimated population of 2,121 residents at the Project Site. In addition, the Project would result in a net increase of 249 employees, for a total new population of 2,370 individuals. The Project's addition of 2,121 new residents and 249 net new employees would result in an increase of 247 elementary school students, 130 middle school students, and 194 high school students.⁸⁴ Elementary Schools in the City currently have an enrollment of 6,388 students and a maximum capacity of 6,425 students.⁸⁵ Therefore, the addition of 247 elementary school students due to Project development would result in an exceedance of the school's maximum capacity. However, this exceedance would be reduced with the payment of school fees as discussed below. Middle Schools in the City currently have an enrollment of 3,511 students and a maximum capacity of 4,293 students. Therefore, the addition of 130 middle school children due to Project development would not result in an exceedance of the school's maximum capacity. High Schools in the City currently have an enrollment of 5,242 students and a maximum capacity of 6,185 students. Therefore, the addition of 194 high school children due to Project development would not result in an exceedance of the school's maximum capacity.

In addition, all new residential, commercial, and industrial projects are subject to BUSD developer fees. AB 2926 and SB 50 allow school districts to collect development impact fees. According to California Government Code Section 65996, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the Applicant, consistent with existing BUSD and State requirements, impacts would be less than significant, and no mitigation measures are required.

d. Parks?

Less-than-Significant Impact. The City of Burbank Parks and Recreation Department currently operates and maintains 31 parks within the City. The nearest park to the Project Site is Larry L. Maxam Memorial Park, approximately 0.06 miles (315 feet) south of the Project Site. Future

⁸⁴ 2,370 individuals x 0.1039 elementary school students/multi-family dwelling unit = 247 elementary school students
2,370 individuals x 0.0547 middle school students/multi-family dwelling unit = 130 middle school students
2,370 individuals x 0.0818 high school students/multi-family dwelling unit = 194 high school students

⁸⁵ Burbank Unified School District, *School Fee Justification Study*, 2020, <https://www.burbankusd.org/cms/lib/CA50000426/Centricity/domain/77/2020-21/Developer%20Fee%20Justification%20Study%202020%20-%20FINAL.pdf>, accessed June 30, 2021.

residents associated with the proposed Project have the potential to increase demand for park services. Due to the infill nature of the Project, the population increase of approximately 2,121 residents and 249 net employees may result in the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts. However, the Project Applicant would be required to pay applicable park facility fees pursuant to Zoning Code Article 22, Community Facility Fees. Further, the Project includes the development of both common open space and private open space throughout the Project Site, that would reduce the potential impacts of the Project's residents and employees on the City's park facilities. The two residential buildings would be separated by a 9,000-square-foot east-west paseo and the office building would be separated from the residential buildings by an 8,000-square-foot north-south paseo. Common open space provided within the two residential buildings include: three courtyards on Level 2; a residential pool deck within each residential building on Level 6; eight plazas located on the ground floor nestled between the two residential buildings facing inward towards the proposed east-west paseo; pedestrian open space along a north-south paseo, which would be closed to vehicles under the Project, and a plaza located on the ground floor within Residential Building 2 that would face Valhalla Drive. These common open space areas would total 82,000 square feet, of which a minimum of 19,395 square feet would be landscaped. The common open spaces areas would generally include landscaping, benches, and hardscape. In addition, 43,100 square feet of private open space, in the form of balconies, would be provided throughout the residential buildings. The perimeter of the Project Site would also be landscaped with drought tolerant landscaping. An art mural would also be provided along Vanowen Street. The Project would plant approximately 230 interior and canopy trees. Approximately 60 trees would be planted in the City's right-of-way. In total, the Project would provide 125,100 square feet of open space, which would exceed the required 120,680 square feet, after a 30 percent requirement reduction per BMC Section 10-1-640. Given these amenities, it is likely that residents and employees would utilize the open space on-site. Thus, impacts in this regard would be less than significant, and no mitigation measures are required.

e. Other Public Facilities?

Less-than-Significant Impact. Other public facilities that could potentially be impacted by the proposed Project include library services. The Burbank Public Library (BPL) system currently serves the City. The closest library is the Northwest Branch Library, located approximately 0.38-miles southeast of the Project Site at 3323 W. Victory Boulevard. The Burbank Central Library is approximately 2.47 miles east of the Project Site at 110 N. Glenoaks Boulevard. Due to the infill nature of the Project, the population increase of approximately 2,121 residents and 249 net employees may result in a significant impact on BPL's services. However, the Project would be required to pay applicable library facility fees pursuant to Zoning Code Article 22, Community Facility Fees, thus minimizing impacts to library services. Therefore, with payment of the library facility fees, impacts would be less than significant, and no mitigation measures are required.

XVI. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Less-than-Significant Impact. As discussed above under response to Checklist Question XV.d, the City of Burbank Parks and Recreation Department currently operates and maintains 31 parks within the City. The nearest park to the Project Site is Larry L. Maxam Memorial Park, approximately 0.06 miles (315 feet) south of the Project Site along N. Screenland Drive. Future residents associated with the proposed Project have the potential to increase demand for park services. Due to the infill nature of the Project, the population increase of approximately 2,121 residents and 249 net employees may result in the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts. As previously stated, the Project would include common open space and private open space throughout the Project Site, that would reduce the increase of existing parks and recreational facilities such that the substantial physical deterioration of the facilities would occur or be facilitated. Furthermore, the Project would be required to pay applicable park facility fees pursuant to Zoning Code Article 22, Community Facility Fees. Thus, impacts in this regard would be less than significant.

XVII. Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information presented in this section, and the conclusions reached, are based on the Draft Transportation Study prepared by Gibson Transportation Consulting, Inc., dated July 2021, included as Appendix K of this SCEA, which provides more detailed information, data, and analyses. The analysis in the Draft Transportation Study was conducted following guidance provided in the City’s Transportation Study Guidelines (City Guidelines), which were adopted in December 2020.

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. The relevant programs, plans, ordinances, and policies are found in the Mobility Element of the Burbank2035 General Plan, the Bicycle Master Plan, and the Complete Streets Plan. The Project’s consistency with each of these documents is reviewed below. A fourth document, the City TDM Ordinance, would not apply to the Project because it is not located within the Burbank Center Plan area or the Media District Specific Plan area. Additionally, one regional document, SCAG’s 2020 RTP/SCS, was reviewed.

Mobility Element

The Project would not conflict with any of the policies of the Mobility Element. It is specifically consistent with policies that promote a multi-modal transportation system, connections to transit, and enhanced pedestrian and bicycle access (Policies 1.1, 2.1, 3.2, 3.3, 3.5, 4.7, 4.8, 5.1 through 5.5, 8.3, 9.2, and 9.3) because it would widen sidewalks on all public street frontages (meeting or exceeding the standards from Table M-2 of the Mobility Element), retain existing bicycle lanes on Vanowen Street and N. Hollywood Way and install a new protected bike path on the west side of the proposed north-south paseo through the Project Site between Vanowen Street and Valhalla Drive, and provide an internal open promenade on the east-west paseo and north-south paseo for pedestrian use. Additionally, consistent with policies advising against acquiring right-of-way

(ROW) to widen roads (Policies 1.2, 1.6, 3.4), the Project would not widen any public roadway and would only dedicate land to widen public sidewalks.

As detailed in Checklist Question XVII.b, below, the Project would support policies that reduce VMT and GHG emissions and improve air quality (Policies 2.5, 8.1, 8.2) by resulting in a lower-than-average VMT per capita and by implementing design features described to further reduce VMT and, thus, reduce GHG emissions and improve air quality. The Project also would not conflict with policies that encourage adequate roadway capacity to accommodate vehicles on arterials and prevent spillover to residential streets (Policies 1.4, 6.1 through 6.3) because, as discussed in Chapter 4 of Appendix L, Project traffic would not add substantially to congestion or delay on arterial streets identifies measures to minimize Project traffic on residential streets.

Bicycle Master Plan

The Project would not conflict with any of the policies or objectives of the Bicycle Master Plan. The Project would contribute to the implementation of the City's bicycle network by directly installing and maintaining a portion of a priority bicycle lane identified in the Bicycle Master Plan. The Project would install an off-street, protected bike path on the north-south paseo through the Project Site between Vanowen Street and Valhalla Drive. The Bicycle Master Plan identifies this route, extending south an additional block to Pacific Avenue, as a secondary priority bikeway project. This implementation directly supports Policies 1 through 3 and Objectives A through C.

The Project would also support Policies 4 and 5 by widening sidewalks on all public street frontages, retaining existing bicycle lanes on Vanowen Street and N. Hollywood Way, installing the aforementioned protected bike path on the north-south paseo through the Project Site between Vanowen Street and Valhalla Drive, and providing an internal open promenade on the east-west paseo and north-south paseo for pedestrian and bicycle use. It would support Objective E by providing long- and short-term bicycle parking for residents, employees, and visitors in accordance with City requirements. It would support Objectives F through H by increasing bicycle trips by providing a mixed-use development near high-quality transit and implementing bicycle connections.

It would not conflict with Policy 6 because the Project's residential access would be located on or close to arterial streets in accordance with the policy. While Project traffic may travel on residential streets, the Project would fund improvements to minimize this traffic, as described in Section 4E of Appendix L.

Complete Streets Plan

The Complete Streets Plan identifies a series of roadway priorities, including streets adjacent to the Project Site. Vanowen Street is designated as both a pedestrian and bicyclist priority street. N. Hollywood Way is designated as a pedestrian, bicyclist, transit, and motorist priority street – all travel modes are important on N. Hollywood Way. The Project specifically supports pedestrian and bicycle modes by widening the sidewalks on all public frontage (including Vanowen Street and N. Hollywood Way) and retaining the existing bicycle lanes on those streets. The Project would provide extensive landscaping along the public streets, including double rows of trees along Vanowen Street and Valhalla Drive and a single row of trees along N. Hollywood Way.

Additionally, the north-south paseo between Vanowen Street and Valhalla Drive would be equipped with sidewalks and protected bike paths through the Project Site, adding pedestrian and bicycle connectivity for both Project and community use. The Project supports a proposal by City staff to potentially add bicycle connectivity (Class II or Class III) along the south side of the Project Site on Valhalla Drive between Screenland Drive and N. Hollywood Way.

These improvements support several goals identified in Section 4C of the Complete Streets Plan, including Goals #3 (build better neighborhoods), #5 (foster a healthier Burbank), #9 (spread shade and shelter), and #10 (be proactive [by promoting active transportation options]). They also support the policy recommendations identified for pedestrians and bicyclists in Chapters 5 and 7 and for green infrastructure in Chapter 9.

The Complete Streets Plan also identifies a long-term priority project adjacent to the Project Site. The N. Hollywood Way at Empire Avenue Underpass Project would construct elevated sidewalks along N. Hollywood Way where it travels under Vanowen Street, Empire Avenue, and the train tracks just east of the Project Site. This Project would improve pedestrian safety and access for people with disabilities. The on-street bicycle lanes would be retained. The Project does not impede the City's ability to implement this improvement.

RTP/SCS

The Project would include a mix of multi-family housing units, office uses, and community-serving commercial uses. As detailed in Checklist Question XVII.b, below, the Project would generate at least 15 percent lower VMT per capita than the Los Angeles County average, resulting in a less-than-significant VMT impact. The Project would further reduce single-occupancy trips to the Project Site through TDM strategies, which are also discussed in Checklist Question XVII.b. The Project would also contribute to the productivity and use of the regional transportation system by providing housing and employment near high-quality transit and encourage active transportation through wider sidewalks, retained and new bicycle lanes, provision of bicycle parking, and attractive landscaping elements, consistent with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less-than-Significant Impact. The City Guidelines identify project-level thresholds of significance for potential VMT impacts:

Residential Projects: Project VMT exceeds a level of 15 percent below existing County VMT per capita.

Office Projects: Project VMT exceeds a level of 15 percent below existing County VMT per employee.

Retail/Restaurant: For projects that are not neighborhood-serving (e.g., not less than 50,000 sf), Project causes a net increase in total VMT, after accounting for the VMT of any existing uses.

Mixed-Use: For mixed-use projects, if any residential, office, or retail use component of the mixed-use project causes a significant impact as calculated by the applicable individual land use methodology, after accounting for internal capture.

The City Guidelines also identify a screening process under which a project may be presumed not to have a significant impact with respect to VMT, without requiring quantitative analysis. Both the thresholds identified above and the screening process are consistent with CEQA requirements and the recommendations from Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Technical Advisory).⁸⁶

VMT Screening

The City Guidelines identify four criteria under which a proposed development may be presumed to have a less-than-significant VMT impact. The second criterion applies to the Project:

The project is a residential, retail, office, or mixed-use project within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor (as defined by the OPR Technical Advisory) and:

- a. Does not have a floor-area-ratio less than 0.75
- b. Does not include more parking than is required by the Burbank Municipal Code
- c. Is consistent with the RTP/SCS
- d. Does not replace affordable housing units with a smaller number of moderate- or high-income units

The Project is located less than 0.5 miles of both the Metrolink Burbank Airport South train station and the Hollywood Burbank Airport Regional Intermodal Transportation Center, where several Metro bus lines and a BurbankBus route stop. Therefore, it satisfies the primary screening criterion. Additionally:

The Project would have a floor-area-ratio of 2.1 (greater than 0.75).

The Project would provide 1,613 parking spaces, fewer than the 2,085 required under the Burbank Municipal Code (BMC).

The Project would be consistent with the RTP/SCS (see discussion under topic a).

The Project would not replace any existing housing. It would construct 862 apartment units, including 80 affordable units.

Therefore, the Project satisfies the screening criteria and can be presumed to have a less-than-significant VMT impact.

Although not required to address a Project impact, the Project would include several TDM features that would serve to reduce VMT and vehicle trips, including reduced vehicular parking supply,

⁸⁶ Governor's Office of Planning and Research, Technical Advisory Committee on Evaluating Transportation Impacts on CEQA, December 018, accessed June 16, 2021.

provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the Project Site. These TDM features are described in further detail in Appendix L.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. As described in Chapter 2, *Project Description*, the Project would construct an east-west paseo and a north-south paseo. The north-south paseo would provide pedestrian and bike access between Vanowen Street and Valhalla Drive. Fry's Way would provide vehicular access to residential parking (both residential buildings) on the east end where it connects to the N. Hollywood Way southbound ramp from Vanowen Street and would become an east-west paseo that connects to the north-south paseo. Additional parking access for Residential Building 1 would be provided on Vanowen Street and for Residential Building 2 would be provided on Valhalla Drive. Each of the vehicular access points for Residential Buildings 1 and 2 would be internally connected, so drivers could enter and exit via any driveway. Vehicular access to the office building would be provided on Valhalla Drive. Each of the driveways would provide a single inbound and a single outbound lane allowing full access. On Vanowen Street, the Project would stripe westbound left-turn lanes to replace the two-way left-turn median for accessing Screenland Drive and the residential driveway to Building 1.

The Project would intensify pedestrian and bicycle activity on adjacent streets, and the proposed east-west and north-south paseos would attract new pedestrian and bicycle activity in addition to use by Project residents and employees. In order to promote walkability and safety in the vicinity of the Project Site, and to complete gaps in existing infrastructure, the Project proposes to install pedestrian crosswalk improvements on Vanowen Street at the N. Hollywood Way ramps. Appendix L provides a detailed description of these improvements.

The Project would construct a protected bike path and sidewalks on north-south paseo, and the majority of north-south paseo and east-west paseo would be dedicated as a pedestrian promenade with no vehicular traffic (serving as a fire lane in case of emergency). Pedestrian access to the residential buildings would be provided from the parking structures and at various places around the exteriors of each building, separated from vehicular access.

Hazards Related to Project Driveway Design and Operations

BMC Section 10-1-16 provides guidance on driveway location and design. Driveways may not be closer than 30 feet to an intersecting street and must be between 10 and 38 feet wide. Each of the Project driveways would be located greater than 30 feet from any intersection and are between 24 and 30 feet wide.

Therefore, all driveways satisfy BMC requirements related to location and design. With one exception, each of the streets adjacent to the Project Site is straight and level, and the proposed driveways would have unrestricted visibility both in and out. The N. Hollywood Way southbound ramp from Vanowen Street is at a slight downward grade (0.8 percent) but is also straight with unrestricted visibility. Each proposed driveway would be located approximately midway between

control points or intersecting roads: the driveway on Vanowen Street would be midway between the proposed north-south bicycle and pedestrian paseo and the N. Hollywood Way ramp; the driveway on the N. Hollywood Way ramp would be midway between Vanowen Street and the stop control where it merges with N. Hollywood Way; and the proposed driveway on Valhalla Drive would be midway between the proposed north-south bicycle and pedestrian paseo and N. Hollywood Way. The proposed office driveway would be located at the west end of the Project Site, as far as possible from the proposed north-south bicycle and pedestrian paseo. Therefore, driveway locations are optimally placed for ensuring maximum sight distance and minimum interference with adjacent intersections or access.

The non-CEQA traffic operations analysis conducted in accordance with the City Guidelines (see Section 4D of Appendix L) includes an analysis of potential vehicle queuing at Project driveway, which is relevant to this discussion of hazards. The analysis concluded that queuing out of each driveway would be minimal. In order to ensure that inbound queuing would not reach back to any public street, any access control system (i.e., gate arms) at the driveways would be located far enough internally that two cars could enter (i.e., one at the gate and one behind) without impeding bicycle lanes or the public sidewalk.

Hazards Related to Bicyclists and Pedestrians

The Residential Building 1 driveways on Screenland Drive and Vanowen Street would cross sidewalks and bicycle lane, and the Residential Building 2 driveway on Valhalla Street may cross a bicycle lane if the City chooses to install one. All other Project driveways would cross sidewalks. However, these are common conditions at driveways throughout the City and do not present unusual hazards so long as standard design practices are followed to ensure good visibility for all users. As summarized above, the design and location of Project driveways would provide good visibility for vehicles making turns into and out of the Project Site. Additional considerations for pedestrian safety could include convex mirrors at the driveways, signs warning drivers to watch for pedestrians, and/or audible alerts when a vehicle approaches the exit. The driveway designs would encourage slow travel across pedestrian sidewalks by implementing City commercial driveway standard Type 4 per the *Commercial Driveway Standard Plan BS-102*. These features would be implemented as necessary according to the BMC or the Building and Safety Division of the Community Development Department as part of Project approvals.

The Project is specifically designed as a mixed-use development supporting active transportation both through provision of pedestrian and bicycle infrastructure and inclusion of pedestrian-oriented land uses with the ground-floor restaurant spaces. In this environment, residents and other drivers would expect to encounter pedestrians and bicyclists and use extra caution when entering and exiting the driveways. Therefore, no significant hazards are anticipated between vehicles and pedestrians and bicyclists.

Freeway Safety Analysis

As described in the Transportation Study (Appendix K) freeway queuing analysis was conducted for the Project in accordance with Interim Guidance for Freeway Safety Analysis (Freeway Queuing Guidance). Based on the Freeway Queuing Guidance, a transportation study for a

development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

Based on the Project's trip generation estimates and trip distribution pattern detailed in Section 4B of Appendix K, the Project would only add 25 or more net new peak hour trips at one study area freeway ramp: I-5 northbound off-ramp to Empire Avenue. The Project would add approximately 34 trips during the morning peak hour at this ramp location. The queuing analysis concluded that the queue for left turns at this off-ramp would be approximately 14 vehicles, or approximately 350 feet at 25 feet per vehicle. The I-5 northbound off-ramp to Empire Avenue is over 600 feet long and, therefore, the queue would not reach the mainline. Based on the Freeway Queuing Guidance significance criteria described above, the impact would be less than significant.

d. Result in inadequate emergency access?

Less-than-Significant Impact. As stated above in Checklist Question XVII.c, vehicular access to the site would be provided along N. Hollywood Way, Valhalla Drive, and Vanowen Street, as well as along a new publicly accessible street proposed as part of Fry's Way. While the north-south paseo and the east-west paseo would be dedicated as a pedestrian promenade with no vehicular traffic, both would serve as a fire lane for use by emergency response vehicles in case of an emergency. Pedestrian access would be provided along the adjacent sidewalks of all five roadways listed above. The proposed site access improvements would be constructed and designed to meet the City and Burbank Fire Department's design and fire safety standards, including those related to fire truck turn radii and fire lane width requirements. As a result, Project implementation would not result in inadequate emergency access. Therefore, the impact to emergency access would be less than significant.

XVIII. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?**
- b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant with Mitigation Incorporated. The NAHC maintains a confidential Sacred Land File (SLF), which contains records of sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on June 14, 2021, to request a search of

the SLF. If human remains are encountered, the Project Applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials. The City contacted the Fernandño Tataviam Band of Mission Indians as part of the ongoing AB 52 consultation for more information on the project site and vicinity.

On May 19, 2021, a cultural resources records search was conducted at the SCCIC. Results of that records search indicated that 11 cultural resource studies have been conducted within a 0.5-mile radius of the Project Site. There are no previous studies within or overlapping the Project Site. Five cultural resources have been previously recorded within the 0.5-mile records search radius of the Project Site. All five of the resources are historic built environment resources. No cultural resources have been previously recorded within the Project Site itself. The nearest previously recorded resource is the Portal of the Folded Wings Shrine to Aviation (P-19-180686), which is a built environment resource and is approximately 0.2-miles west of the Project Site.

Pursuant to the requirements of AB 52 requiring government-to-government consultation, the City, as the lead agency, sent consultation notification letters via certified mail to Native American groups geographically and culturally affiliated with the project site on April 8, 2021. The letters included a description of the project, the description of the project location, and a notification of the type of consultation being initiated. To date, the City has received two responses from the Native American groups regarding consultation, the details of which are provided below.

As indicated above, two responses were received. The Gabrieleno Band of Mission Indians-Kizh Nation responded on April 9, 2021, stating that the project site is located within the tribe's traditional ancestral territory and requested formal government-to-government consultation. On May 26, 2021, representatives from the City and the Gabrieleno Band of Mission Indians-Kizh Nation met via a telephone conference. During the call, the Gabrieleno Band of Mission Indians-Kizh Nation provided their knowledge of the project site and the nearby village of *Cahuengna*, and their concerns about the sensitivity of the project. The City provided information and initial results of the cultural resources study and discussed the sensitivity of the site. The Gabrieleno Band of Mission Indians-Kizh Nation indicated that the project site is archaeologically sensitive, but did not identify any known tribal cultural resources (as defined in Public Resources Code section 21074) within the Project Site. The Tribe recommended monitoring during construction in order to identify any unanticipated tribal resources that could be encountered and later provided additional research materials and the Tribe's preferred mitigation measures.

Although no substantial evidence was provided to support the Kizh Tribal claim that any known sacred lands or tribal cultural resources overlap with or occur within the project site, the City's

review of the Kizh Tribal information concludes that the Project Site has potentially moderate to high sensitivity outside of the remediation area for buried prehistoric archaeological resources that, once encountered, could potentially be considered a tribal cultural resource as defined in PRC sections 21074, 5020.1(k), or 5024.1. In keeping with the Tribes request to mitigate for the impact of unanticipated tribal resources that could be encountered during construction, Mitigation Measure MM-TCR-1 included below provides for Kizh Tribal monitoring and further consultation with both consulting tribes in the case of any findings of prehistoric or Native American resources. Mitigation Measures MM-CUL-1 and MM-CUL-2 and MM-TCR-1 have been provided to the Tribe for review.

On April 15, 2021 the Fernandño Tataviam Band of Mission Indians responded with a formal request for tribal consultation. The response indicated that the tribe was interested in knowing more about the extent of proposed groundwork and requested information regarding the depth of disturbance, the geotechnical report, and the cultural resource assessment report. These materials were provided to the tribe and a consultation meeting set up. On July 6, 2021, representatives from the City and the Fernandño Tataviam Band of Mission Indians met via phone. The Tribe indicated that they were aware of the sensitivity of the location and provided some additional information regarding confidential tribal resources in the vicinity of the Project. They indicated that due to the amount of historic disturbance and the moderate to high sensitivity of the Project Site for prehistoric archaeological resources that could be determined to be tribal cultural resources if encountered, that they were not recommending monitoring for the Project. They did indicate that they had noted that a treatment plan for significant archaeological resources was included in the cultural resources (Subsection V, *Cultural Resources*, of this document) mitigation. They expressed that they would like to be contacted to be consulted on the treatment plan the handling, treatment and final disposition of any resources that are prehistoric or Native American. They further expressed that even if another tribe was providing monitoring during construction that they still be contacted should anything be found in order to consult as described above. Mitigation Measures MM-CUL-1 and MM-TCR-1 provides measures that shall be followed if resources are found that the Tribe shall be contacted for consultation regarding handling and treatment of such resources. Mitigation Measures MM-CUL-1 and MM-CUL-2 and MM-TCR-1 were provided to the Tribe for review. Upon review of the mitigation measures the tribe requested a further measure be added and then indicated that consultation could be closed. Upon review, the City agreed to include the measure and Mitigation Measure MM-TCR-2 is added below.

Should any unanticipated prehistoric archaeological resources be determined during consultation between the Tribes and the City to potentially be tribal cultural resources, PRC section 21084.3 would apply. Should the lead agency (City) determine that the project may cause a substantial adverse change to a tribal cultural resource, the agency will need to consider avoidance and preservation of the resources as well as mitigation measures outlined in PRC section 21084.3(b)(1)(4), which can be considered to avoid or minimize the significant adverse impacts. As stated above, as required by AB 52, consultation between the City and the Gabrieleno Band of Mission Indians-Kizh Nation and the Fernandño Tataviam Band of Mission Indians was conducted. No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified

within the project site. However, implementation of Mitigation Measure MM-TCR-1. would avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, both tribes consulted, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With implementation of Mitigation Measures MM-TCR-1, the impact to any unanticipated Tribal cultural resources would be less than significant.

Mitigation Measures

MM-TCR-1: Native American Monitoring. Prior to the commencement of any ground disturbing activity at the project site, the Project Applicant shall retain a Native American Monitor from the Gabrieleno Band of Mission Indians-Kizh Nation. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activity outside of the remediation area. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing, or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching within the project site. The on-site Tribal monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal representatives and Tribal Monitor have indicated that the project site has little to no potential for impacting Tribal Cultural Resources.

In the event that cultural resources of Native American origin are identified during construction, the Project Applicant shall consult with the City, qualified archaeologist (who meets the Secretary of the Interior’s Professional Qualifications Standards) and both tribes that participated in consultation. If the City, in consultation with the Gabrieleno Band of Mission Indians-Kizh Nation and the Fernandeano Tataviam Band of Mission Indians, determines that the resource is a Tribal Cultural Resource and thus significant under CEQA, a treatment plan shall be prepared and implemented in accordance with state guidelines and in consultation with the two Native American tribes. The treatment plan may include, but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.

MM-TCR-2: Any and all archaeological documents created as a part of the Project (isolate records, site records, survey reports, testing reports, and monitoring reports) shall be provided to the Fernandeano Tataviam Band of Mission Indians.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

Less-than-Significant Impact. During construction activities associated with the future development within the Project Site, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.

As discussed in the Utility Infrastructure Technical Report prepared for the Project (Appendix L-2), BWP is responsible for providing water supply to the City while complying with Local, State, and Federal regulations. Primary sources of water for the BWP service area is from imported water purchased from the Metropolitan Water District (MWD). Water from MWD originates from the Colorado River by the 242 mile Colorado River Aqueduct and the Northern California's Bay-Delta Region by the 441 mile California Aqueduct. Furthermore, BWP provides reclaimed water, that originates from the Burbank Water Reclamation Plant that is treated to a quality standard suitable for irrigating parks, golf courses and other outdoor landscapes.

BWP maintains the water infrastructure around the Project Site. Based on available record data and a water service map provided by BWP the following mains are located in proximity to the Project Site:

Vanowen Street – There is an existing 12-inch water main 20 feet south of the centerline between N. Hollywood Way and N. Clybourn Avenue.

N. Hollywood Way – There is an existing 24-inch water main 57 feet west of the centerline between Vanowen Street and Valhalla Drive.

Valhalla Drive – There is an existing 6-inch main 27 feet south of the centerline between N. Hollywood Way and N. Screenland Drive; there is an existing 8-inch main 3.5 feet north of the centerline from N. Screenland Drive to the west.

Regarding existing fire hydrant infrastructure, there are existing public hydrants near the midpoint of the property frontage along Vanowen Street between N. Hollywood Way and N. Clybourn Avenue, the northeast corner of Vanowen Street and N. Hollywood Way, the southwest corner of Valhalla Drive and N. Screenland Drive, and the southwest corner of the property along Valhalla Drive approximately 360 feet west of N. Screenland Drive.

To assess the City's ability to meet the Project's projected water demand, a Water Supply Assessment (WSA) was prepared (Appendix L-3). As stated in the WSA, in normal years, the Project would create an estimated 221.59 acre-feet per year (afy) of new water demand, or about 1.2 percent of the City's anticipated total system demand of 18,062 afy in 2025, and 1.0 percent of overall treated water demands of 22,010 afy in 2045.

MWD treats imported water at five treatment plants located around the Los Angeles basin. It is expected that the majority of the City's water supplies from MWD come from either the Jensen Treatment Plant or the F.E Weymouth Treatment Plant, which treat water prior to distribution to parts of southern California including Burbank, San Fernando Valley, Ventura County, West Los Angeles, Santa Monica and the Palos Verdes Peninsula, Los Angeles, Orange County, parts of Los Angeles County, including the San Gabriel Valley and areas of Orange County. The Jensen Filtration Plant has an operating capacity of 750 million gallons of wastewater per day (mgd), while the F.E Weymouth Treatment Plant has an operating capacity of 520 mgd. If the Project water demands were to be treated solely at either filtration plant, this increase would represent less than 1 percent (2.74⁻¹⁰ percent at Joseph Jensen Treatment Plant or 3.96⁻¹⁰ percent at F.E. Weymouth Treatment Plant) of the design capacities of either facility.

Because water supply for the proposed Project represents a fraction of the remaining operating capacity at both Jensen Treatment Plant and F.E Weymouth Treatment Plant, it is expected that the existing plants could adequately serve the additional demand generated by the Proposed Project without requiring new facilities or expansions to these facilities. Furthermore, MWD manages and maintains all of the treatment plants, and any improvements or expansions are the responsibility of MWD and would not adversely affect the City, or the Project. In terms of groundwater, the City's existing groundwater treatment systems associated with its eight wells and existing water distribution system combined with imported water from MWD could adequately meet the new water demand associated with the Proposed Project. To convey water to the Project Site, the Project would use treated water delivered by MWD through existing or upgraded infrastructure connected to and expanded upon the City's existing water conveyance systems. Therefore, the Project would not result in the need for new or expanded water facilities, and impacts would be less than significant.

Wastewater

Less-than-Significant Impact. Construction activities for the Project would not result in a temporary increase in wastewater generation as a result of construction workers on-site.

Wastewater generation would occur incrementally throughout construction of the Project. However, such use would be temporary and nominal when compared with the Project Site wastewater generation in the existing condition. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. In the event there is an increase in wastewater flow during construction, this increase would be limited. According to the Utility Infrastructure Technical Report (Appendix L-2), it is anticipated that the existing wastewater infrastructure would meet the limited and temporary wastewater demand associated with construction of the Project. Therefore, the Project construction impacts to the wastewater system would be less than significant, and no mitigation is required.

Regarding wastewater generation during Project operation, the City of Burbank Public Works Sewer Capacity Analysis shows that the surrounding public facilities are undersized to serve the Project and additional improvements to the existing City infrastructure would be required to serve the sewage capacity demands of the Project. The Burbank Water Reclamation Plant (BWRP) provides primary, secondary, and tertiary treatment for 9 mgd with a design capacity of 12.5 mgd. All solids are then sent to the City of Los Angeles' Hyperion Treatment Plant. The Project's proposed wastewater generation is approximately 0.474 mgd. Based on the Sewer Capacity Analysis no upgrades were required for the BWRP, but several local sewer main improvements and fees are required from the City to allow the Project to connect to the City's sanitary sewer system. These include payment of Sewer Facilities Charges by the Project Applicant, design and construction of approximately 3,460 feet of sewer main by the Project Applicant, City approval of design plans for the sewer infrastructure upgrades, payment for construction inspection services by the Project Applicant, maximum wastewater discharge rate of 324 gallons per minute for the Project, Project sewer connections must be made to the 8-inch sewer main between manholes 19-014 and 19-016. Final Certificate of Occupancies would be issued once all sewer improvements are completed and approved by the City. Project compliance with these requirements would ensure that Project operation impacts to the wastewater system would be less than significant and no mitigation is required.

Stormwater Drainage

Less-than-Significant Impact. As discussed in detail in response to Checklist Question X.c.ii, as part of the SUSMP for the Project to manage post-construction stormwater runoff, the Project would include the installation of building roof drain downspouts, area drains, and planter drains throughout the Project Site to collect roof and Site runoff and direct stormwater away from buildings through a series of storm drainpipes. This on-site stormwater conveyance system would serve to prevent on-site flooding and nuisance water on the Project Site. In addition, in compliance with the MS4 permit the Project would be required to implement LID strategies, with the goal of reducing the quantity and intensity of stormwater flows. The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Impacts associated with on-site stormwater drainage facilities would be less than significant. Therefore, based on the above, the Project would not require or result in the relocation or construction of new or expanded

stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

Electric Power and Natural Gas

Less-than-Significant Impact. The Project Site is located in a developed and urbanized area in the City that is served by existing electrical power and natural gas services. Electricity would be provided by BWP, and natural gas would be supplied by SoCalGas. As discussed in Checklist Questions VI.a and VI.b, the Project would intensify development on the Project Site and therefore, increase energy consumption during construction and operation associated with electricity, natural gas and transportation fuel.

With regard to existing electrical distribution lines, the existing above-ground lines along Screenland Way would be undergrounded as a part of the Project. As a part of these improvements, the Project Applicant would be required to coordinate electrical infrastructure removals or relocations with BWP and comply with site-specific requirements set forth by BWP, that would ensure that service disruptions and potential impacts associated with grading, construction, and development within BWP easements would be minimized. In addition, reduce any temporary pedestrian access and traffic impacts during any necessary off-site energy infrastructure improvements, a Construction Management Plan would be implemented to ensure safe pedestrian and vehicular travel.

Project construction would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that extensive off-site infrastructure improvements would not be needed to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be limited to shallow grading/trenching activities in order to place the lines below surface. In addition, prior to ground disturbance, project contractors would be required to notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. As stated above, a Construction Management Plan would be implemented to ensure safe pedestrian and vehicular travel.

Therefore, while the Project would require the relocation or construction of new or expanded electric power or natural gas facilities, this would be done in coordination with BWP and in compliance with site-specific requirements set forth by BWP. Thus, impacts would be less than significant, and no mitigation is required.

Telecommunications

Less-than-Significant Impact. The Project Site is located in a developed and urbanized area in the City that is served by existing telecommunication services. The Project would require installation of new underground telecommunication lines (for internet, telephone, and other services) to serve the residential and commercial uses proposed on the Project Site. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve trenching in order to place the lines below ground surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of

new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. As telecommunication providers already deliver their services to a large number of homes in the vicinity of the Project Site, it is anticipated that existing telecommunications facilities would be sufficient to support the Project’s needs for telecommunication services. As such, no upgrades to off-site telecommunications facilities are anticipated. Therefore, the Project would not require or result in the relocation or construction of new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. As detailed in the WSA (Appendix L-3), MWD combined with the City’s local groundwater can meet all water demands in normal, single dry, and multiple dry years by utilizing its current and diverse water supply portfolio. The WSA found that MWD, as the wholesale potable water supplier has sufficient water supplies available to serve its member agencies now and over a 25-year planning horizon. With that understanding, as shown in the **Tables 5-27, 5-28, and 5-29**, the City as a member agency has adequate water supplies provided through the MWD and its local groundwater to meet Project demands and cumulative demands in 2025, in 2035, and to the 2045 planning horizon of its draft 2020 UWMP.

Table 5-27 compares the City’s projected supply and demand over a 25-year planning horizon out to 2045 under normal water year conditions. As shown in **Table 5-27**, the City can satisfy all customer demands in each year.

**TABLE 5-27
 BURBANK NORMAL-YEAR SUPPLY AND DEMAND COMPARISON – POTABLE (AFY)**

	2025	2030	2035	2040	2045
Supply Totals	18,062	20,380	21,386	21,712	22,010
Demand Totals	18,062	20,380	21,386	21,712	22,010
Difference	0	0	0	0	0

SOURCE: BWP, 2020 Urban Water Management Plan, Draft, May 2021, Table 6-2, p. 40.

Table 5-28, Table 5-29, and Table 5-30 provide a comparison of supply to demand during single-dry- and multiple-dry-year periods. As shown in these tables, water demand in the City will increase over the 25-year planning period. Water supplies provided by MWD and supplemented by groundwater supplies in addition to recycled water for irrigation are sufficient to meet demand. As shown, the City can meet existing demand in addition to new demands created by the proposed project and no shortfall will occur.

TABLE 5-28
SINGLE-DRY-YEAR SUPPLY AND DEMAND COMPARISON – POTABLE (AFY)

	2025	2030	2035	2040	2045
Supply Totals	17,989	20,298	21,300	21,625	21,922
Demand Totals	17,989	20,298	21,300	21,625	21,922
Difference	0	0	0	0	0

SOURCE: BWP, 2020 Urban Water Management Plan, Draft, May 2021, Table 6-4, p. 41.

Multiple Dry Years

As shown in **Table 5-29** and **Table 5-30**, BWP uses MWD’s projections to provide the basis for dry-year reliability planning. BWP’s draft 2020 UWMP evaluates supply and demand comparisons for multiple dry years.

TABLE 5-29
MULTIPLE-DRY-YEAR SUPPLY AND DEMAND COMPARISON – POTABLE

Years 1–3	2025	2030	2035	2040	2045
Supply Totals	18,214	20,730	21,693	22,111	22,406
Demand Totals	18,214	20,730	21,693	22,111	22,406
Difference	0	0	0	0	0

SOURCE: BWP, 2020 Urban Water Management Plan, Draft, May 2021, Table 6-6, pp. 41–42.

TABLE 5-30
MULTIPLE-DRY-YEAR SUPPLY AND DEMAND COMPARISON – POTABLE

Years 4–6	2025	2030	2035	2040	2045
Supply Totals	18,214	20,730	21,693	22,111	22,406
Demand Totals	18,214	20,730	21,693	22,111	22,406
Difference	0	0	0	0	0

SOURCE: BWP, 2020 Urban Water Management Plan, Draft, May 2021, Table 6-4, pp. 41–42.

The City will continue to rely on MWD for water either for direct use or for groundwater replenishment. Groundwater and recycled water supplies are assumed to drought resistant and are available during dry and critical dry years. The City as a MWD member agency does not expect critical shortages during the 25-year planning period. If necessary, the City will implement specific water shortage response actions as described in the Water Shortage Contingency Plan (Section 7 of its draft 2020 UWMP). Therefore, impacts would be less than significant, and no mitigation is required.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. As indicated in the Checklist Question XIX.a, the Burbank Water Reclamation Plant (BWRP) provides primary, secondary, and tertiary treatment for 9 mgd with a design capacity of 12.5 mgd. All solids are then sent to the City of Los Angeles' Hyperion Treatment Plant. The Project's proposed wastewater generation is approximately 0.474 mgd. Based on the Sewer Capacity Analysis no upgrades were mentioned for the BWRP, but several local sewer main improvements and fees are required from the City to allow the Project to connect to the City's sanitary sewer system. These include payment of Sewer Facilities Charges by the Project Applicant, design and construction of approximately 3,460 feet of sewer main by the Project Applicant, City approval of design plans for the sewer infrastructure upgrades, payment for construction inspection services by the Project Applicant, maximum wastewater discharge rate of 324 gallons per minute for the Project, Project sewer connections must be made to the 8-inch sewer main between manholes 19-014 and 19-016. Final Certificate of Occupancies would be issued once all sewer improvements are completed and approved by the City. Project compliance with these requirements would ensure that Project operation impacts to the wastewater system would be less than significant and no mitigation is required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The Burbank Street and Sanitation Division of the Public Works Department provides solid waste service to the City. Based on 2019 data, the most recent year available, the City disposed of approximately 90,931 tons of solid waste.⁸⁷ Construction of the Project would result in generation of construction and demolition debris such as metal scrap, lumber, concrete that would be collected and diverted to a construction and demolition debris facility for materials to be recycled and /or discarded. Specifically, the Project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible. AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Therefore, the Project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste during construction.

Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2019

⁸⁷ California Department of Resources Recycling and Recovery (CalRecycle), Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility, Generated for Year 2019 for Los Angeles – Burbank, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed June 2, 2021.

Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2034) under current conditions.⁸⁸ The remaining disposal capacity for the County's Class III landfills is estimated at approximately 148.40 million tons as of December 31, 2020, the most recent data available.⁸⁹ In addition to in-County landfills, out of County disposal facilities may also be available to the City. Aggressive waste reduction and diversion programs on a Countywide level have helped reduce disposal levels at the County's landfills, and based on the Los Angeles County Integrated Waste Management Plan (CoIWMP), the County anticipates that future Class III disposal needs can be adequately met through 2034 through a combination of landfill expansion, waste diversion at the source, out-of-County landfills, and other practices. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon provides sufficient lead time for the County to address any future shortfalls in landfill capacity.

As illustrated in **Table 5-31, *Projected Solid Waste Generated during Operation***, and based on solid waste generation factors from the California Department of Resources and Recycling and Recovery (CalRecycle), the Project could generate a net of approximately 6,643 pounds (lbs)/day of solid waste or 1,212 tons per year (tpy). The annual amount of solid waste generated by the Project would represent a minor amount of the estimated 148.40 million tons of remaining disposal capacity for the County's Class III landfills. As such, the solid waste generated by the Project could be accommodated by the County's available regional landfills.

CalRecycle is the California State Agency that promotes the importance of reducing waste and oversees California's waste management and recycling efforts. CalRecycle has issued jurisdiction waste diversion rate targets equivalent to 50 percent of the waste stream as expressing in pounds per person per day. Thus, it is important to note that the estimate of solid waste generated by the Project is conservative, in that the amount of solid waste that would need to be landfilled would likely be less than this forecast based on the City's implementation of solid waste diversion targets. Therefore, the Project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste during operation, and impacts would be less than significant.

⁸⁸ County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan (CoIWMP), 2019 Annual Report*, September 2020, <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF>, accessed June 2, 2021.

⁸⁹ County of Los Angeles Department of Public Works, *CoIWMP, 2019 Annual Report*, September 2020, p. 32, <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF>, accessed June 2, 2021.

**TABLE 5-31
 PROJECTED SOLID WASTE GENERATED DURING OPERATION**

Land Uses	Quantity	Factor ^a	Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated (tons/year)
Existing Land Uses					
Commercial Retail	105,626 sf	46 lbs/ksf/day	4,859	2.43	887
Proposed Land Uses					
Residential	862 du	12.23 lb/du/day	10,542	5.27	1,924
Office	151,800 sf	6 lb/ksf/day	911	0.46	166
Restaurant	9,700 sf	5 lb/ksf/day	49	0.02	9
	Total		11,502	5.75	2,099
	Net Increase (Proposed – Existing)		6,643	3.32	1,212

SOURCE: ESA, 2021.

NOTES:

sf = square feet; ksf = 1,000 square feet; lbs = pounds; du = dwelling units.

^a Generation factors provided by the CalRecycle website, refer to Estimated Solid Waste Generation Rates, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed June 2, 2021.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. All local governments, including the City, are required under AB 939 to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. If the City’s solid waste exceeds the target, the City would be required to pay fines or penalties from the State for not complying with AB 939. The waste generated by the Project would be incorporated into the waste stream of the City, and diversion rates would not be substantially altered. The Project does not include any component that would conflict with State laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. Impacts would be less than significant.

XX. Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The Project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. All construction staging would occur within the boundaries of the Project Site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, the Project Applicant would be required to obtain encroachment permits from the City’s Public Works Department (BMC Title 7, Chapter 3, Article 7, Encroachment on City Property), which would ensure that appropriate access/circulation would be provided within the Project area during Project construction. Additionally, the Project’s Site access and internal circulation would be reviewed by the City Engineer and the BFD to ensure emergency access requirements are met. Therefore, impacts related to impairment or physical interference with an adopted emergency response plan or emergency evacuation plan, would be less than significant.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. According to the California Department of Forestry and Fire Protection’s Very High Fire Hazard Severity Zone Map, the Project Site is not designated as a very high fire hazard severity zone under local or State responsibility.⁹⁰ Additionally, the Project Site

⁹⁰ CAL FIRE, *Very High Fire Hazard Severity Zones in a SRA or LRA – Burbank, CA*, September 2011.

and surrounding area are built out and urbanized. As an infill development in an urban setting, Project implementation is not anticipated to expose people or structures to a significant risk involving wildland fires, and less-than-significant impacts would occur in this regard. Therefore, impacts related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-than-Significant Impact. The Project is located in an urban area with a full network of streets and infrastructure. The Project would not include the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing significant impacts to the environment. Therefore, Project development would not exacerbate fire risks within the Project Site or surrounding area, and impacts would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less-than-Significant Impact. As discussed under response to Checklist Question X.c, through compliance with all NPDES General Construction Permit requirements, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns. Furthermore, there are no wildlands on the Project Site that would preclude the possibility for significant post-wildland fire slope instability or drainage changes. No hillside areas or steep slopes occur within the Project Site or vicinity. Based on the above, Project development would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. As such, impacts in this regard would be less than significant, and no mitigation measures are required.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. As discussed in Section IV, *Biological Resources*, the Project is in an urbanized area that is not located habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.^{91,92} No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area.

However, the Project Site contains trees and shrubs that may support nesting birds. The Project would comply with the MBTA to avoid disturbance of nesting birds and to protect nesting birds if they are present on-site during construction. Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 15 to September 15) to the greatest extent practicable. Therefore, the Project would comply with the MBTA. As such, impacts related to disturbance to nesting birds would be less than significant.

⁹¹ California Department of Fish and Wildlife, Habitat Conservation Planning Branch, Natural Community Conservation Plans (NCCPs) Summaries, California Regional Conservation Plans Map, April 2019 and Summary of NCCPs, December 2019, <https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans>, accessed May 11, 2021.

⁹² United States Fish and Wildlife Service, Habitat Conservation Plans Summary, Region 8, <https://ecos.fws.gov/ecp0/conservationPlan/>, accessed May 11, 2021.

In addition, the Project would not eliminate important examples of the major periods of California history or prehistory. As discussed in Section V, *Cultural Resources*, there are no historical resources on the Project Site, and no historical resources would be demolished, altered, or relocated as a result of the Project.

As discussed in Section VII, *Geology and Soils*, while it is not likely that excavation for the Project would impact paleontological resources, it is possible that deep excavation could result in the inadvertent discovery of paleontological resources and could result in a potentially significant impact to paleontological resources. Through the implementation of Mitigation Measures MM-GEO-1 and MM-GEO-2, the Project would retain a qualified paleontologist, provide paleontological resources sensitivity training, and establish inadvertent discovery protocols to reduce impacts to less-than-significant levels.

The Project would not degrade the quality of the environment, reduce, or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts from the Project will be less than significant with mitigation.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant with Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As discussed in Sections I, *Aesthetics*, through XXI, *Wildfire*, above, the Project would not result in any significant and unavoidable impacts with implementation of Project mitigation measures. Therefore, impacts from the Project would be less than significant with mitigation.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant with Mitigation Incorporated. For the purpose of this SCEA, a significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As discussed above, with adherence to applicable regulations, the SCAG 2016 RTP/SCS, 2020 RTP/SCS, and Burbank2035 mitigations measures, and Project-specific mitigation measures, Project-related impacts would be reduced to a less-than-significant level. The analysis contained in this SCEA concludes that the Project would not result in significant adverse effects after implementation of mitigation measures.

Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified in Sections I, *Aesthetics*, through XXI, *Wildfire*, above. Therefore, impacts from the Project would be less than significant with mitigation.

CHAPTER 6

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