



1703
203
Submitted to
8-18-98

4

MEMORANDUM

Reso/Ord No. _____
Noted & Filed _____
Action Taken AS
recommended to
include approval
of Negative
Declaration
4-0 Murphy
Absent

DATE: August 18, 1998
TO: Robert R. Ovrom, City Manager
FROM: Robert M. Tague, Community Development Director
via Rick Pruetz, Chief Asst. CDD/City Planner
Dennis Mackay, Dep. City Planner
by Greg Herrmann, Principal Planner

SUBJECT: RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION PLAN

PURPOSE

This report presents the recommendations of the Rancho Providencia Community Advisory Committee, which was appointed by the City Council to study traffic and parking issues in the Rancho Providencia residential neighborhood. With the assistance of a consulting Traffic Engineer, Ed Cline of Willdan Associates, and City staff, the Committee has developed a neighborhood protection plan that addresses identified problems of cut-through traffic, speeding, and spill-over of commercial parking into the residential area. This report also presents the comments of the Planning Board, Traffic and Transportation Committee, and Transportation Commission, as well as the staff recommendation.

BACKGROUND

In January, 1997, the City Council appointed ten residents and one commercial representative from the area bounded by Buena Vista Street, Olive Avenue, Victory Boulevard/Main Street, and Alameda Avenue (Exhibit A), to form the Rancho Providencia Citizens Advisory Committee (CAC). The CAC was directed to study existing traffic and parking conditions within the study area, and to develop a set of measures to address identified problems and problem areas. Beyond this specific objective, the Committee views its responsibility in a larger context; that is, to identify and address issues in the study area which affect the general quality-of-life of the residents.

The CAC conducted 19 committee meetings and two community-wide meetings over the course of the past 19 months. Public input was encouraged at each of those meetings and via questionnaires (Exhibit B), which were mailed to the residents of the area to identify community concerns and issues. In addition to problems relating to excessive traffic volumes and speeds, such as noise and the safety of pedestrians and bicyclists, residents

also identified problems concerning various types of traffic violations and commercial parking encroachments into residential areas, as issues of concern.

After receiving the community's perceptions of the existing problems, and with their own experiences as residents of the area, the CAC conducted a comprehensive measurement program to quantify existing traffic and parking conditions. The first phase of the program included 24-hour cord-counts of traffic volumes on each of the street segments and many of the alleys in the study area. Some streets were counted twice, and in some cases three times, to verify the results. At the conclusion of the counting program, existing directional volumes and peak-hour turning movements were compared to counts taken in prior years to identify traffic growth patterns. In the second phase of the data gathering program, vehicle speeds were measured on selected local streets, on-street parking patterns were documented, and traffic collision histories were reviewed to identify safety concerns.

The CAC also reviewed the development projects that are anticipated to occur in the surrounding commercial areas, and at roadway improvements that are programmed to mitigate that growth. Of particular interest were the approved Master Plans of Disney and NBC Studios, the pending St. Joseph's Medical Center project, as well as the potential redevelopment of the commercially-zoned properties located on the north side of Alameda between Buena Vista Street and Lamer Street. The CAC was concerned that these and other development projects in the surrounding area may increase the amount of cut-through traffic on their neighborhood streets. Traffic mitigation plans were reviewed, especially as they affect the operations of the adjacent arterials and major intersections.

The CAC recognizes that the most effective protection against cut-through traffic is an arterial roadway system that moves traffic efficiently, thus reducing the incentive for motorists to utilize local streets as a means of bypassing congested intersections. Accordingly, the Committee reviewed the improvements planned for Buena Vista Street and Alameda Avenue, and how those improvements will be phased-in as traffic volumes increase.

PROPOSED PROTECTION PLAN

The proposed protection plan (Exhibit C) is designed to address existing neighborhood traffic problems, and provide continued protection as traffic volumes on adjacent streets increase. Since the plan does not include any measures which outrightly restrict access to the neighborhood streets, such as cul-de-sacs or diverters, its effectiveness will be largely dependent upon the ability of the arterial street system to continue to move traffic at acceptable levels of service. Staff believes that the improvements that are currently programmed for the adjacent arterial intersections will accommodate anticipated growth, thereby reducing the attractiveness of using the local streets as "short-cuts."

The CAC has been very careful to keep in mind that its primary responsibility is to develop an integrated protection plan for the entire community, rather than one that focuses improvements on selected areas without considering the effects of those measures on adjacent streets. In fact, the two most important criteria used by the CAC to

develop the proposed plan were the expected effectiveness of the different traffic control measures and their potential impacts on adjacent streets.

The CAC recommends the use of landscaped medians, decorative crosswalks, reconfigured intersections, and additional parkway trees, to provide an aesthetic buffer between the commercial corridors and the residential neighborhood. Landscaped medians, approximately 32 feet in length, and varying in width from eight feet at the crosswalk to four feet at the opposite end (Exhibit D), are proposed to be placed on selected local streets, at their intersections with either Alameda or Olive Avenue. The medians would be offset from the centerline of the roadway by one foot in order to enlarge (to 15 feet) the width of the access lane to the local street, thus accommodating the turning movements of oversize vehicles from the arterial street. On-street parking would be restricted adjacent to the medians to ensure that the divided lanes are kept clear.

A single tree would be placed approximately twelve feet from the narrow end of each median, 16 feet from the back of the crosswalk. The CAC recommends that a "Tuliptree" (Yellow-Poplar) be selected as the species of tree for the median, and that Mexican Evening Primrose, Agapantha, Rosemary, and Gazania be utilized for ground-level landscaping. All medians are proposed to be irrigated with automated control devices.

A decorative, colored and stamped concrete crosswalk is proposed for each of the median locations, as well as on all other local streets in the study area where those streets intersect with Alameda or Olive Avenue. The CAC considered recommending the installation of four-way decorative crosswalks at each of the signalized intersections on Alameda within the study area, but ultimately decided upon the single-leg design in the interest of cost savings. As proposed, the center walkway areas of the single-leg crosswalks would have a smooth finished surface, charcoal/gray in color, with "cobblestone" concrete borders, also charcoal/gray in color.

The CAC recommends landscaped medians and decorative crosswalks (Exhibit E) for the Alameda ends of the following neighborhood streets:

Griffith Park	Sparks	Orchard
Parish	Lamer	Keystone
Myers	Lincoln	Brighton

The designs of the Lamer Street and Brighton Street medians must be modified to conform to localized constraints. The Lamer Street design would be 46 feet long, overall, but with the central 25 feet of the median replaced with stamped concrete to accommodate fuel delivery trucks departing from the adjacent service station. The Brighton Street median is proposed as 20 feet in length, as part of a more extensive reconfiguration of the Edison/Brighton/Alameda intersection (which is further explained below).

Decorative crosswalks, without medians, are proposed for the Alameda ends of the remaining neighborhood streets: Shelton, Mariposa, Beachwood and Reese. Shelton and Reese being cul-de-sacs, are not cut-through routes between Olive and Alameda. Jordan Middle School traffic in peak periods would be further congested, and the neighborhood impacted, by the installation of a median on Mariposa. Beachwood is used as an emergency response route from Fire Station No. 15, and must be kept as free of potential obstacles as possible.

Landscaped medians and decorative crosswalks are also proposed for the Olive ends of the following neighborhood streets:

Myers Keystone Lamer Parish Orchard

Various physical constraints and conditions make medians unfeasible or unnecessary at the other Olive Avenue intersections within the study area. The CAC recommends improving all of the Olive intersections with decorative crosswalks and additional parkway trees. In accordance with Park and Recreation Department guidelines, the additional parkway trees (the CAC favors the use of Chinese Pistache) would be placed in the Olive Avenue parkways, twenty-five feet from either corner.

The recommended protection plan also includes the reconfigurations of three intersections located in the western portion of the study area: Oak Street at Olive Avenue (Exhibit F), Edison Road at Buena Vista Street (Exhibit G), and Edison Road/Brighton Street at Alameda Avenue (Exhibit H). These intersections would be modified to create perpendicular configurations for the purpose of reducing turning speeds and continuing travel on the neighborhood streets. Each of the newly created open-space areas will be landscaped with mixtures of Flaxleaf, Australian Willow, Chinese Pistache, and Fern Pine trees, and Mexican Evening Primrose, Agapantha, Rosemary, and Gazinia used for lower groundcover plants. Decorative crosswalks are proposed for the three intersections, and additional parkway trees would be included at the corners of the Oak/Olive improvement.

The CAC also proposes the creation of a two-way left turn lane on Verdugo Avenue, between Main Street and Olive Avenue. This section of Verdugo Avenue is sufficiently wide to accommodate the striping of this single lane in the center of the roadway, in addition to the existing two travel lanes and two parking lanes.

The single-family residential neighborhood of Glenwood Place north of Oak Street currently experiences a great deal of commercial truck traffic generated by the business that are located south of Oak. Truck traffic often chooses to continue straight ahead through the residential neighborhood, rather than make the right turn onto Oak, and proceed the single block to Main Street. Rather than install a median or some other traffic control device at that intersection to prevent or discourage that straight-ahead movement, and possibly push the commercial traffic onto one of the adjacent neighborhood streets to the east, the CAC recommends that the following four-point plan be implemented: (1) establish a 10,000 lb. weight limit for commercial vehicles or

Glenwood, north of Oak; (2) prohibit parking on Oak, 50 feet from Main on both the north and south sides, and for 50 feet from Glenwood on the south side only; (3) send letters to the commercial businesses asking them for their cooperation in directing their vehicles to Main Street; and, (4) increasing police enforcement in the area. The parking restrictions are intended to facilitate the turning movements of the trucks, thereby encouraging them to exit the neighborhood onto Main Street.

To address the encroachment of commercial parking into the residential neighborhood on Lincoln, Myers, and Keystone, the CAC recommends that preferential parking districts be formed in the residential areas of those streets between the commercial alleys north of Alameda, and Oak Street. This would allow parking by residential permit only, between the hours of 8:00 a.m. and 5:00 p.m. This implementation of preferential parking is consistent with the City Council's recent decision to review applications for new preferential parking districts on a case-by-case basis.

Lastly, the CAC is concerned that "oversize" vehicles parked on Olive and Alameda near the local street intersections obstruct the vision of oncoming cars by drivers exiting the residential neighborhood. While the Committee ultimately decided not to recommend that oversized vehicles be prohibited within 100 feet of each non-signalized intersection (due to the difficulty in enforcing such a restriction), they continue to view this as a safety problem. The CAC requests that City staff, particularly the Police Department, study how such a prohibition could be implemented and enforced.

To ensure that an adequate period of time is provided for judging the effectiveness of the comprehensive protection plan, it is recommended that the petition process for requesting new speed humps on the local streets within this study area be suspended for a period of one year following the complete installation of the plan. At the conclusion of this period, the City will conduct a follow-up study to determine the effectiveness of the measures and will determine whether additional traffic control measures are warranted.

PLANNING BOARD HEARING, AND OTHER REVIEWS

On June 8, 1998, the City Planning Board conducted a public hearing on this item (Exhibit I). Approximately 35 residents of the neighborhood attended the meeting, many of whom spoke in support of the plan. Those critical of the plan focused their comments on specific aspects, such as the potential for the medians to divert traffic onto adjacent streets, the absence of a median on Mariposa, Disney traffic on Lincoln, and the need for one-way alleys and cul-de-sacs. The Board asked that these issues be re-examined, and that protected left-turn signal phases be installed at the Alameda/Buena Vista intersection. The Board Members commended the CAC, the project Traffic Engineer, and staff, and voted 5-0 to recommend to the City Council that the plan be adopted.

Following the June 8 Planning Board meeting, the Committee re-visited the issues that had been raised by the public and repeated by the Board. With respect to one-way alleys, the Committee reaffirmed its belief that one-way alleys are not warranted at this time, and that making alleys one-way would load all of the commercial traffic onto one local street rather than allow it to divide between the two. The Committee does, however,

believe that one-way alleys may be appropriate as new commercial development eventually replaces the current, older buildings on Alameda.

The CAC also continues to believe that restrictions on through movements between the Disney gate and Lincoln Street are not warranted, due to the low traffic volumes measured and the potential for diverted traffic to impact adjacent streets; and that the placement of a median on Mariposa would congest the high concentrations of traffic that coincide with the daily start and finish of Jordan Middle School. Staff is currently developing a plan and funding for the addition of left-turn signal phases for the Alameda/Buena Vista intersection.

The recommended plan was also presented to the Traffic and Transportation Committee at its regularly scheduled meeting on July 9. This was essentially an informational presentation and no recommendation was requested, or received. This plan is also scheduled to be presented to the Transportation Commission on July 27. Since this report was prepared prior to that meeting, the Commission's comments will be presented at the Council hearing.

ANALYSIS

Staff has been involved in the CAC's development of the proposed protection plan, and is in support of the recommendations which comprise it. These measures are expected to provide an effective buffer between the commercial corridors and the residential neighborhood, one that will discourage cut-through traffic, speeding, and other impacts related to excessive volumes of traffic on local streets.

Emergency services will not be affected by these measures. Both the Fire and Police Departments have reviewed the plan and are satisfied that adequate clearances for the largest emergency vehicles will be maintained at the median locations, and that emergency response times will not be significantly affected by the proposed measures.

All required sight distance and clearance requirements will be maintained in designing the landscaping for these measures. Median trees will be trimmed until they reach the required 14-foot clearance, and then be permitted to spread out to form a canopy over the roadway. The placements of trees and shrubs within the reconfigured intersection areas will be such that motorists and pedestrians will be able to view oncoming traffic in both directions.

Some of the property owners and merchants adjacent to the proposed medians have voiced objections to the losses of on-street parking spaces that will result from the installation of the medians. While it is true that some spaces will be removed, the CAC has reviewed each location individually and has reduced the lengths of the medians to 32 feet to minimize the parking losses to the extent possible. The 32-foot length permits the inclusion of a tree at a safe distance from the intersection, and provides the desired appearance and effect on non-local traffic.

The number of parking spaces that will be removed will vary at each location, depending upon whether there are currently red curbs, driveways, or other conditions that currently restrict curbside parking. At locations where there are currently no constraints on curbside parking, vehicles may park between the curb return (point where the curb begins to curve at the intersection) and the commercial alley. On Myers Street, for example, this curb space on both sides of the street measures approximately ninety feet, which accommodates four, full-size parking spaces (two 20-foot end spaces and two 22-foot interior spaces). The 32-foot median design would result in the loss of one parking space on each side, where the curbs would be painted red to ensure that the travel lanes adjacent to the median remain unobstructed. The Fire Department has field tested this configuration, and is satisfied that the 17-foot diagonal distance between the median and the nearest parking space is sufficient clearance for the turning movements of oversize emergency vehicles. The Traffic Division of the Public Works Department believes that the existence of catch basins with high curb faces on both sides of the street adjacent to the crosswalk reduces the value of these curbside areas for parking, and supports their removal to facilitate the installations of the medians.

While the Police Department supports the overall protection plan, it is concerned over the loss of commercial parking spaces and the potential for that commercial parking to be displaced into the residential area. This was also a concern of the CAC, and of staff, and is being minimized to the extent possible by reducing the lengths of the median so as to only lose two full-size spaces. Parking surveys done for this area as part of this study show that there is generally sufficient on-street parking, though it may not always be adjacent to the destination business. Further, as new buildings gradually replace the older ones, additional code required on-site parking will supplement available street parking spaces.

There has been some concern by members of the public that the medians will restrict passage or create unsafe conditions for turning movements. To some extent, the Police Department shares this concern. As previously noted, the entry lane to the local street will be 15 feet wide between the curb and the median, which is sufficiently wide to accommodate most oversize vehicles. The exit lane will be 13 feet curb to median, again sufficiently wide to easily allow the passage of large vehicles. Both of these proposed lanes are wider than are the existing lanes with cars parked at the curb, which is currently permitted at nearly all of the median locations. The median location at the back of the crosswalk will permit it to be seen by drivers well before they make the turn onto the street from the arterial. Colorful landscaping within the median, and safety markings on the median curbing (which will be rounded) will ensure that they are easily seen.

Staff supports the proposed intersection reconfigurations, as they will improve safety and are expected to help reduce traffic speeds of motorists proceeding down the neighborhood streets. The addition of a continuous two-way left turn lane on Verdugo will provide better separation of traffic on that wide neighborhood street. The package of recommendations for Glenwood Place is anticipated to reduce commercial truck traffic north of Oak by facilitating the right turn to Main Street.

Funding and Implementation

Preliminary estimates for the construction and landscaping of the proposed measures are in the neighborhood of \$400,000 for the local street improvements, plus \$100,000 for the improvements of Buena Vista Street and Alameda Avenue—a \$500,000 total. Staff will be recommending in a subsequent report to the City Council (the proposed Transportation Improvement Program) that \$100,000 be made available for neighborhood protection measures this year, as well as \$100,000 for improvements to Buena Vista Street and Alameda Avenue. This would leave a \$300,000 shortfall for full funding of the project.

With the knowledge that full funding of the project using Development Impact fees was not being recommended by staff, the CAC recommends the following funding options, in order of preference:

1. Fund the entire cost of the project this year from the General Fund, and begin construction as soon as possible;
2. Fund the cost of preparing engineered construction plans for the entire project this year, using whatever source of funds that is available, and fund the full construction of the plan in the second year; or,
3. If project phasing is necessary, design and construct all of the measures that are proposed along Alameda Avenue (including the Brighton/Edison/Alameda intersection reconfiguration and median); and implement the balance of the plan as soon as possible thereafter.

With any of the above options, the CAC recommends that the Glenwood "package" of commercial truck traffic mitigation measures be implemented in this first year.

Staff recommends that \$100,000 be spent on the NPP component of the Rancho Providencia plan in 1998-99; this represents the entire amount recommended by staff for Citywide NPP in this fiscal year in the proposed Transportation Capital Improvement Plan, also presented to the City Council on August 18, 1998. This \$100,000 is in addition to the \$100,000 which staff recommends be spent this fiscal year on the intersection of Buena Vista Street and Alameda Avenue; staff believes that improvements at this intersection will improve the effectiveness of the NPP by reducing incentives for motorists to seek alternatives to these arterials.

Specifically, staff recommends that the \$100,000 for NPP be utilized to design and construct as much of the plan as possible, beginning with the measures that are located along Alameda Avenue. In view of the fact that the western portion of the study area is generally more impacted by cut-through traffic than is the eastern portion, the initial phase should prioritize those measures for initial implementation. The Glenwood commercial truck traffic mitigation package, the implementation of the preferential parking zones, and the striping of the Verdugo 2-way turn lanes, should also be added to this initial phase of work.

The following pros and cons are associated with this approach:

Pros

- This initial application of available funding will ensure that an initial phase of the plan is constructed as soon as possible
- The most impacted local roadways will receive the initial protection measures
- Transportation Development Impact fees will be utilized rather than General Fund moneys

Cons

- Some identified traffic problems with cut-through traffic and speeding will not be addressed in this initial phase of improvements

Although not all of the plan will be implemented in this first phase of work, this approach will permit work to begin immediately rather than having to postpone it until next year. Available transportation improvement funds are limited, and must be prioritized among many programmed projects throughout the city.

Continuation of CAC

Several members of the CAC would like to continue to serve on the Committee through the implementation phase of this plan, and to also address issues that affect the Rancho Providencia neighborhood during that period. Of particular interest to the Committee is the pending Residentially Adjacent Commercial and Industrial Standards Ordinance (RACI), which is scheduled to be considered by the Planning Board at the end of August, and by the City Council in September or October. The CAC would also like to have a role in the follow-up review of the effectiveness of the traffic measures.

The original neighborhood representation on the 11-member CAC was by geographic areas: seven residents from specific sub-areas of the neighborhood, two "at large" representatives of the three eastern residential sub-areas, one representative of the multi-family residential areas, and one commercial representative. Two members have recently moved out of the study area; two members have submitted resignations for work and personal reasons; and two members choose not to continue. The five remaining members have requested that the City Council authorize them to continue as the Rancho Providencia CAC until the protection plan is implemented.

Staff recommends that the City Council reconstitute the CAC as a 5-person body to monitor the implementation of the protection plan and to review issues that directly affect their neighborhood, until the follow-up studies on the effectiveness of the installed protection measures are completed. It should be noted that the reconstituted Committee will no longer have the geographical representation that the original group had, nor will it include commercial or multi-family residential representatives. Future recommendations from the continuing Committee concerning issues other than those directly associated with the neighborhood protection plan should be considered in the light of this limited neighborhood representation.

PROPOSED NEGATIVE DECLARATION

A proposed Mitigated Negative Declaration has been prepared (Exhibit J), finding that, as conditioned, the project will not result in significant environmental impacts to the environment.

FISCAL IMPACT

As proposed, the \$200,000 would be funded from Transportation Development Impact fee revenues which are currently available in Fund 27. This funding will be part of the proposed Transportation Capital Improvement Program that the City Council will subsequently consider.

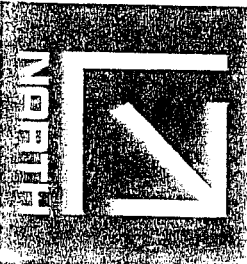
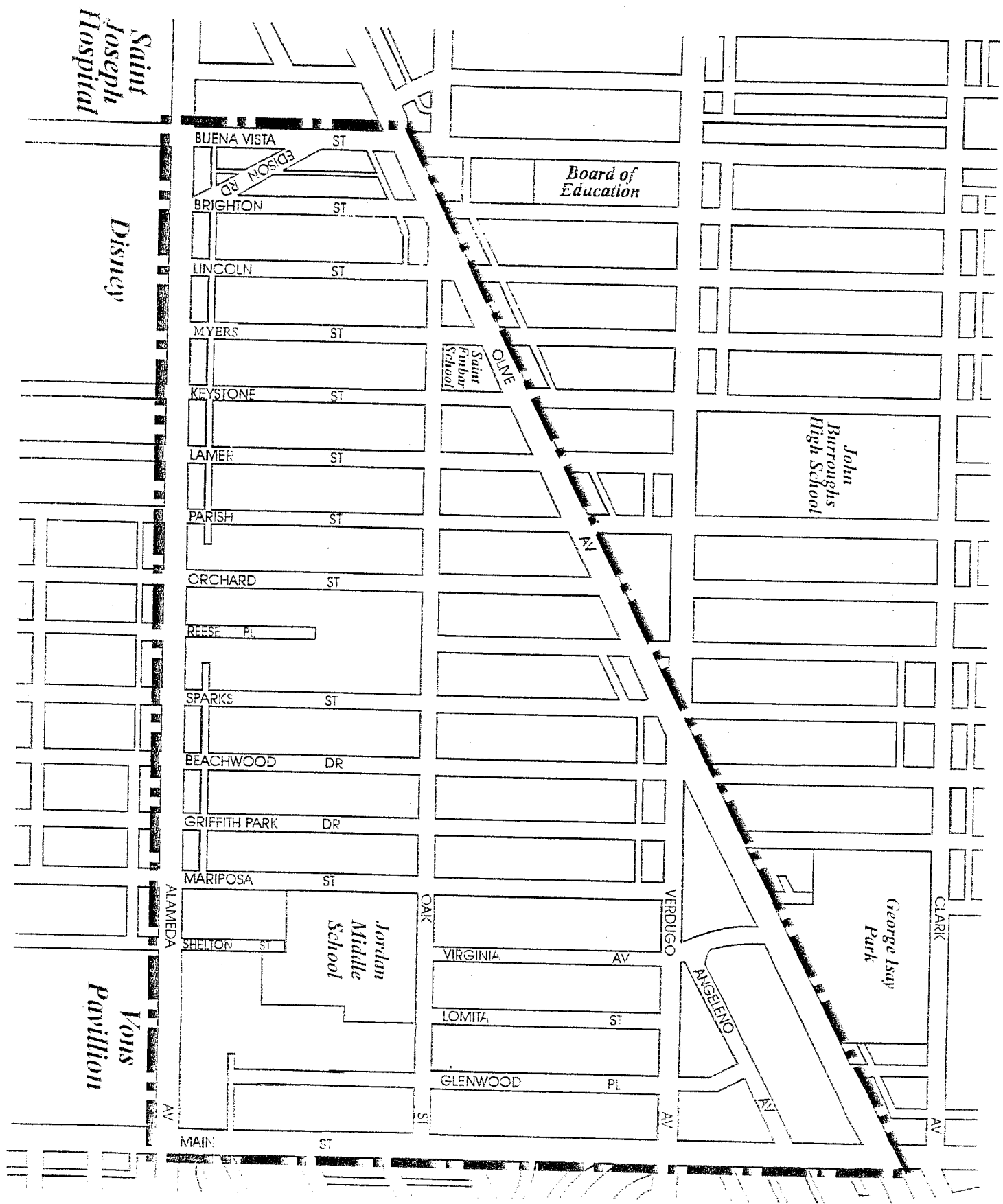
RECOMMENDATION

Staff recommends that the City Council:

- Approve the proposed Rancho Providencia Neighborhood Protection Plan;
- Authorize the implementation of the staff-recommended funding strategy; and,
- Reconstitute the CAC as a 5-member body, as proposed in this report.

LIST OF EXHIBITS

EXHIBIT A	Rancho Providencia Study Area
EXHIBIT B	Questionnaire
EXHIBIT C	Map of Proposed Protection Plan
EXHIBIT D	Schematic of Typical Median
EXHIBIT E	Superimposed Median Concept
EXHIBIT F	Oak Street/Olive Avenue Intersection Reconfiguration
EXHIBIT G	Buena Vista Street/Edison Road Intersection Reconfiguration
EXHIBIT H	Alameda Avenue/Edison Road/Brighton Street Intersection Reconfiguration
EXHIBIT I	Planning Board Minutes of June 8, 1998 Public Hearing
EXHIBIT J	Proposed Mitigated Negative Declaration
EXHIBIT K	Written Public Communication Received in Response to Public Notice of Planning Board Hearing



RANCHO PROVIDENCIA
 NEIGHBORHOOD PROTECTION
 PLAN
 EXHIBIT A



CITY OF BURBANK
275 EAST OLIVE AVENUE, P.O. BOX 6459, BURBANK, CALIFORNIA 91510-6459

February 19, 1997

Dear Resident, Businessperson, and/or Property Owner:

In response to the concerns of some of your neighbors, the Burbank City Council has initiated the **Rancho Providencia Neighborhood Protection Plan**. Eleven members of your area have been appointed by the City Council to serve as the Community Advisory Committee for this study, and to work with City staff in studying traffic, parking, and other quality of life issues, for both existing and projected future conditions, and in developing a plan to address identified problems.

The Study Area for this plan is bounded by Alameda Avenue, Buena Vista Street, Olive Avenue, and South Victory Boulevard/Main Street. Residents of this area have voiced their concerns to the City Council and staff regarding existing traffic problems, including excessive traffic volumes and speeds, and their concerns that future planned development within the Media District and in surrounding area will cause traffic and parking problems to worsen. Some members of the community feel that current conditions warrant the immediate implementation of traffic calming/control devices (such as speed humps, chokers, cul-de-sacs, etc.) in their neighborhood, and some do not.

The coordinated set of traffic and parking control measures developed through this study will ultimately be recommended to the City Council for implementation. You can assist with this very important study, by:

- Taking a few minutes to fill out the enclosed questionnaire, and returning it in the self-addressed envelope, **prior to March 3, 1997**;
- Attending a March 19 community meeting (7:00 PM, Jordan Middle School Auditorium, 420 S. Mariposa St.), to voice your neighborhood concerns, learn more about the commercial development that is planned in the surrounding area, discuss this study, and to meet your CAC representatives; and,
- Continuing to participate in the study by attending scheduled CAC meetings.

Please call Greg Herrmann, Burbank City Planning, at (818) 238-5250, if you have questions on the questionnaire, the upcoming community meeting, or wish to contact your neighborhood CAC representative prior to the March 19 meeting. Thank you for your assistance.

Sincerely,

Greg Herrmann
City of Burbank

EXHIBIT B

COMMUNITY DEVELOPMENT DEPARTMENT

Printed on recycled paper

CITY OF BURBANK

NEIGHBORHOOD PROTECTION AND TRAFFIC MANAGEMENT QUESTIONNAIRE

- 1. Do you believe current traffic or parking conditions in your neighborhood are serious enough to require City action? Yes___ No___ No Opinion___

If yes, please describe the conditions: _____

- 2. Are there serious traffic or parking problems on your street? Yes___ No___ No Opinion___

If yes, please describe the problem: _____

- 3. Rate each of the following on a scale from 1 to 10 indicating whether you consider these issues to be existing problems/conditions in your neighborhood: (1 = No Problem, 5 = Minor Problem, 10 = Serious Problem):

- A. Property Values _____ I. Traffic Noise _____
B. Quality of Life _____ J. Backing out of Driveway _____
C. Amount of Traffic _____ K. On-Street Parking _____
D. Speed of Traffic _____ L. Emergency Access _____
E. Through Traffic _____ M. Reckless Driving _____
F. Children's Safety _____ N. Running Stop Signs _____
G. Pedestrian Safety _____ O. Other (please specify) _____
H. Bicycle Safety _____

- 4. What action(s), if any, would you like to see implemented in your neighborhood?

No action required: _____

Please describe action needed: _____

- 5. Please answer the following questions regarding your beliefs on how the planned growth in the commercial and media areas surrounding your neighborhood will impact you:

- a. Do you believe future traffic or parking conditions in your neighborhood will be serious enough to require City action? Yes___ No___ No Opinion___

If yes, please describe the condition: _____

- b. Do you believe that in the future there be serious traffic or parking problems on your street? Yes___ No___ No Opinion___

If yes, please describe the problem: _____

- c. Rate each of the following on a scale from 1 to 10 indicating whether you believe these problems/conditions will be significant neighborhood issues in the future: (1 = No Problem, 5 = Minor Problem, 10 = Serious Problem):

- A. Property Value _____ I. Traffic Noise _____
B. Quality of Life _____ J. Backing out of Driveway _____
C. Amount of Traffic _____ K. On-Street Parking _____
D. Speed of Traffic _____ L. Emergency Access _____
E. Through Traffic _____ M. Reckless Driving _____
F. Children's Safety _____ N. Running Stop Signs _____
G. Pedestrian Safety _____ O. Other (please specify) _____
H. Bicycle Safety _____

d. What action(s), if any, would you like to see implemented in your neighborhood to address these concerns regarding future conditions?

No action required: _____

Please describe action needed: _____

6. Indicate your street and block number (e.g. 400 block) _____

7. Is this a single family residence? _____ Multiple family residence? _____

Business? _____ Other? _____

8. How many vehicles in your household? _____ How many drivers? _____

9. How often do you rely on on-street parking?

	<u>Never</u>	<u>Sometimes</u>	<u>Always</u>
a. For yourself?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. For visitors or customers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Overnight?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. List the streets your household normally uses to leave and return to your neighborhood.

Driver 1 _____

Driver 2 _____

(for additional Drivers, use bottom of page)

11. Are there specific intersections within, or adjacent to, your neighborhood that you avoid in your daily travels?

Yes___ No___

If yes, which one, and why: _____

12. Where do you work? Specify city and zip code.

Driver 1 _____








Driver 2 _____

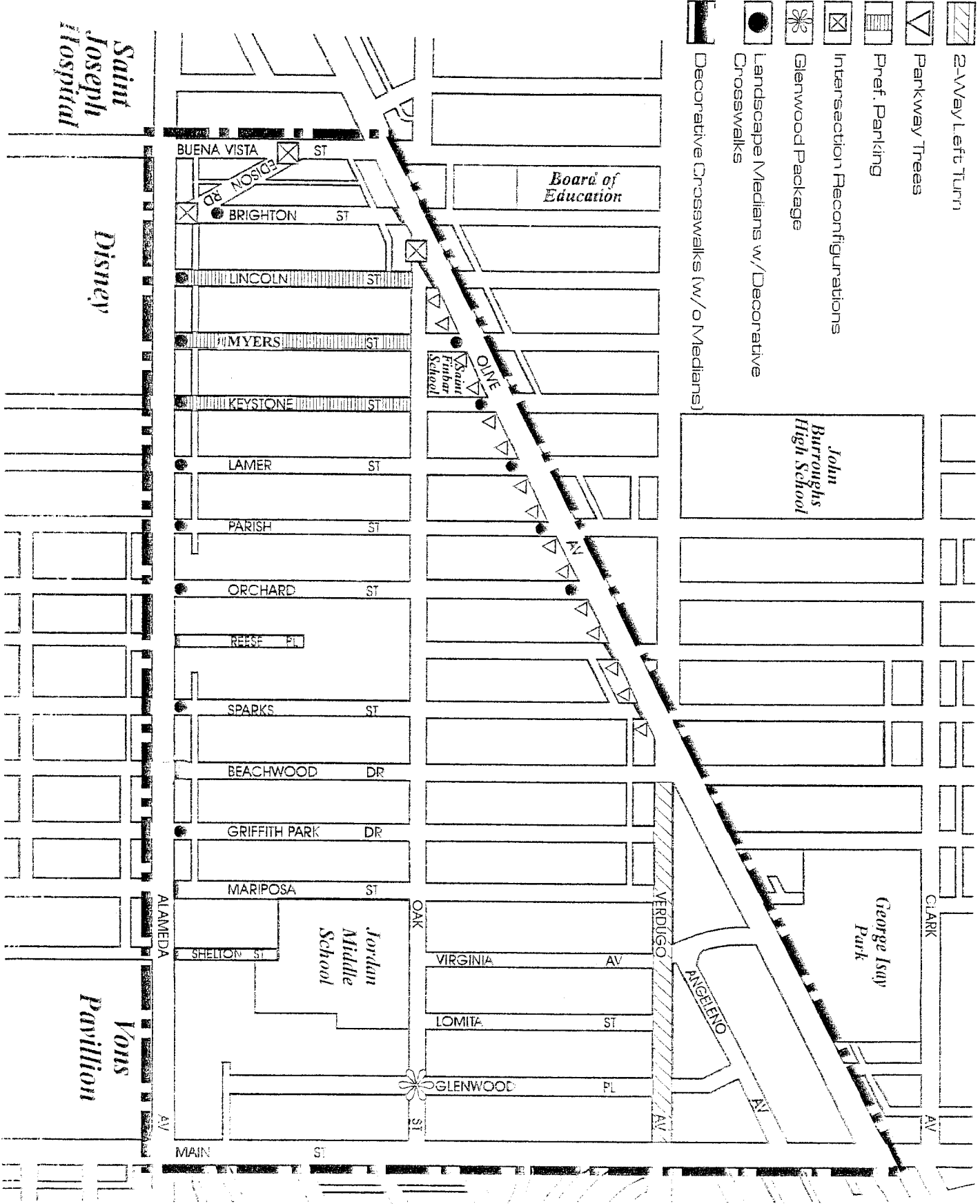
13. Provide any additional comments on any neighborhood issues that you feel are appropriate:

(Please attach additional sheets if needed.)

CAC RECOMMENDATIONS

Legend

-  2-Way Left Turn
-  Parkway Trees
-  Pref. Parking
-  Intersection Reconfigurations
-  Glenwood Package
-  Landscape Medians w/Decorative Crosswalks
-  Decorative Crosswalks (w/o Medians)



RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION PLAN

EXHIBIT C



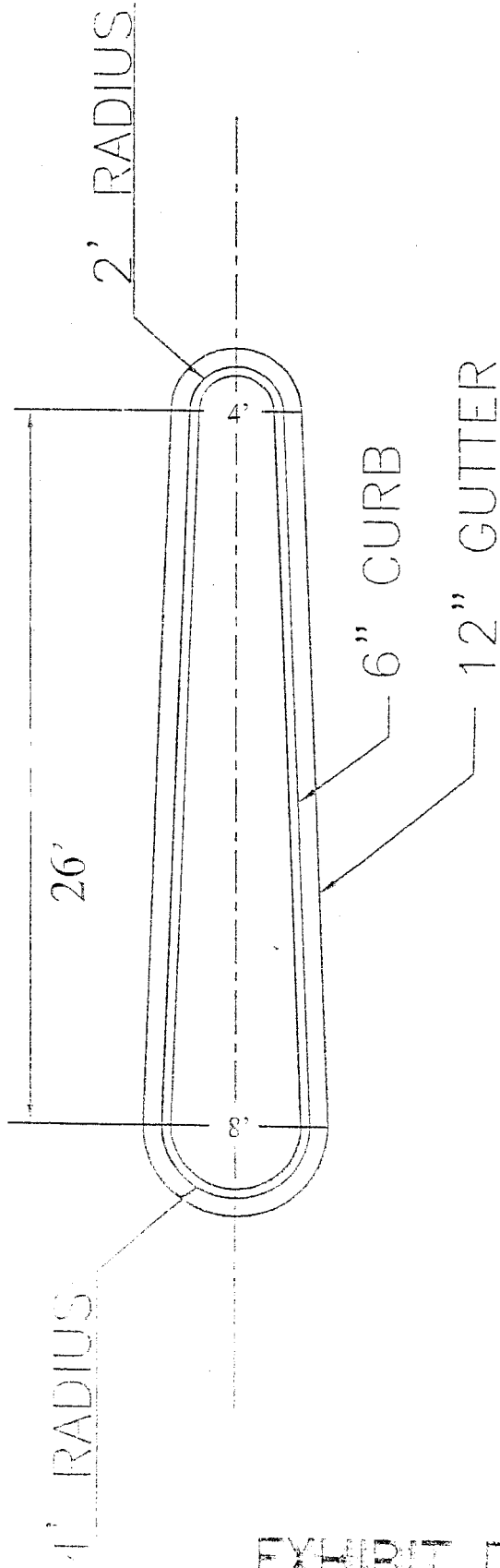


EXHIBIT D

TYPICAL ISLAND DESIGN

NO SCALE

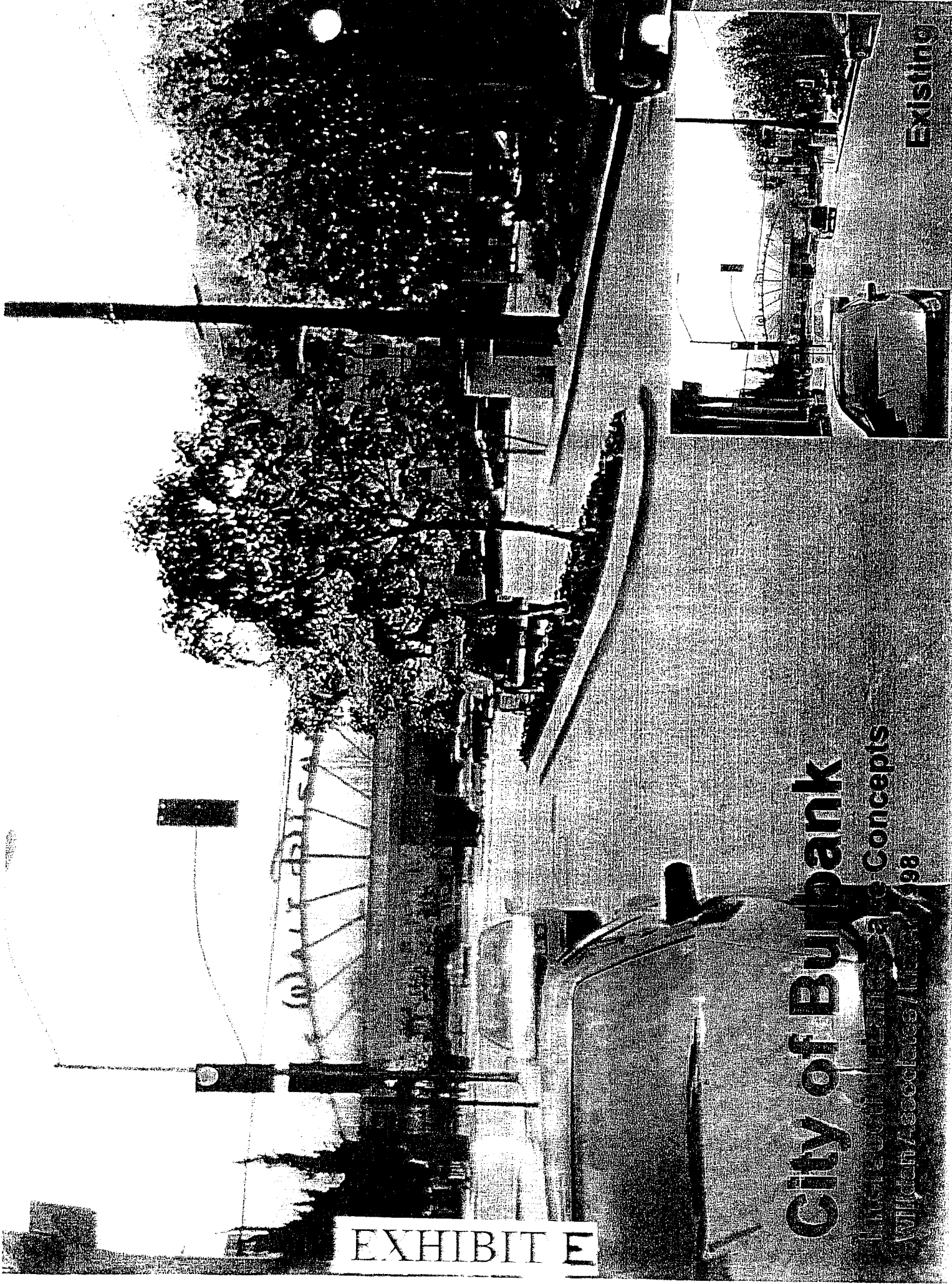


EXHIBIT E

City of Burbank

Urban Design and Planning Concepts
William Associates, Inc. 1998



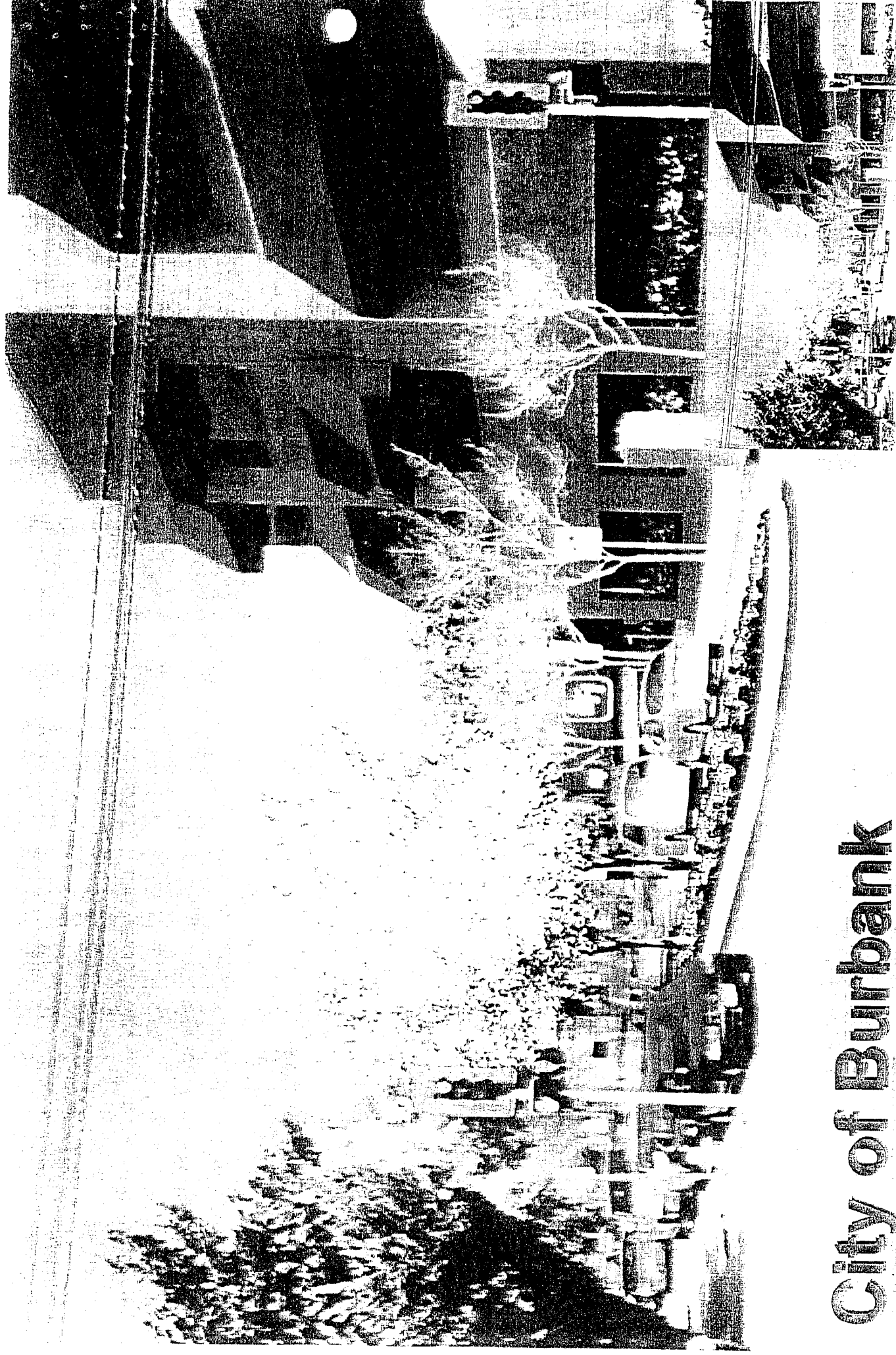
Existing



City of Burbank

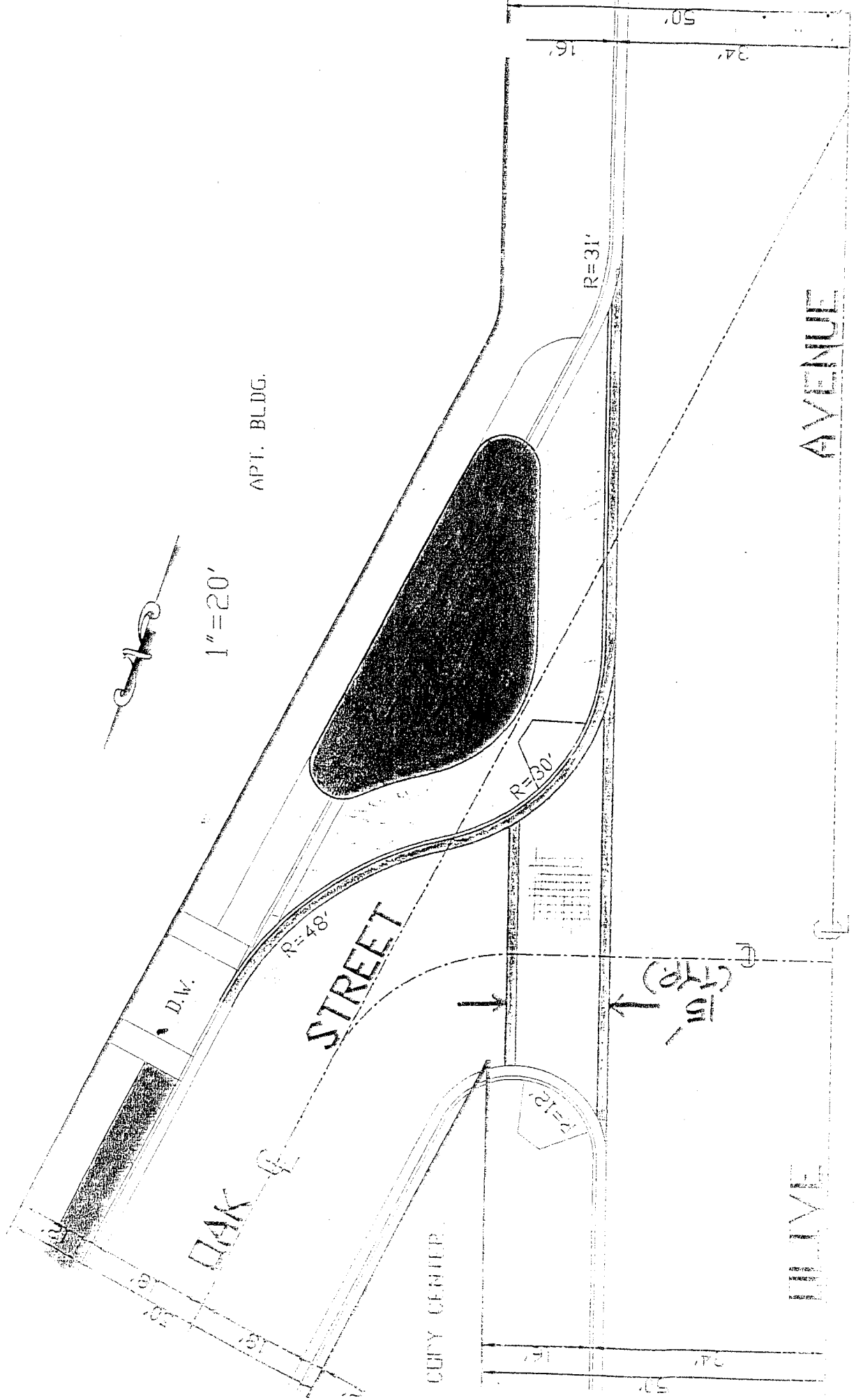
Intersection Landscape Concepts
William Associates / March 1998

EXISTING



City of Burbank
Intersection Landscape Concepts
Wildan Associates / March 1998

Existing



1"=20'

APT. BLDG.

D.W.

OAK STREET

R=48'

R=30'

R=31'

COPY CENTER

OLIVE AVENUE

15' (TYPE)

50' 34' 16'

50'

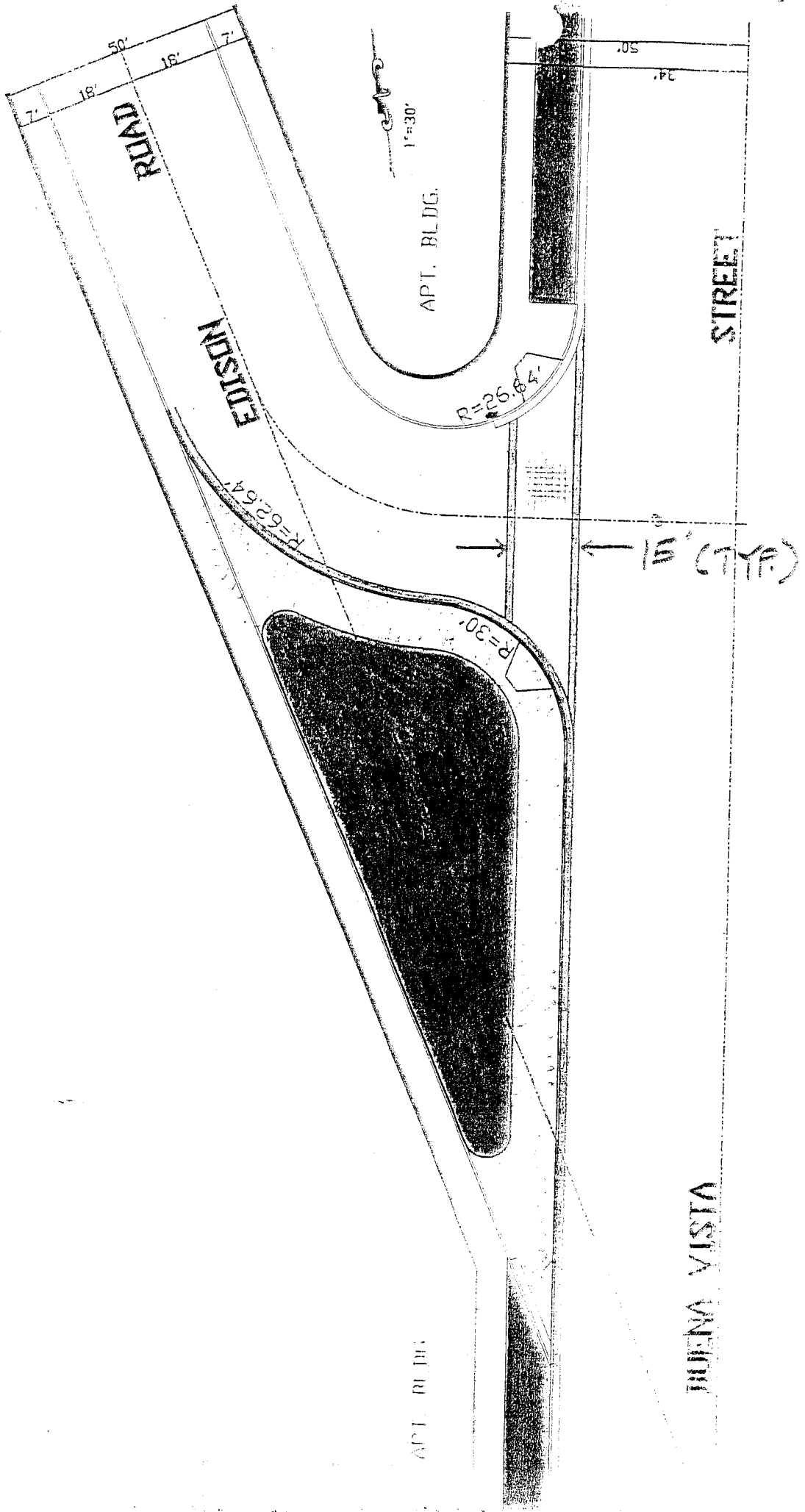
34'

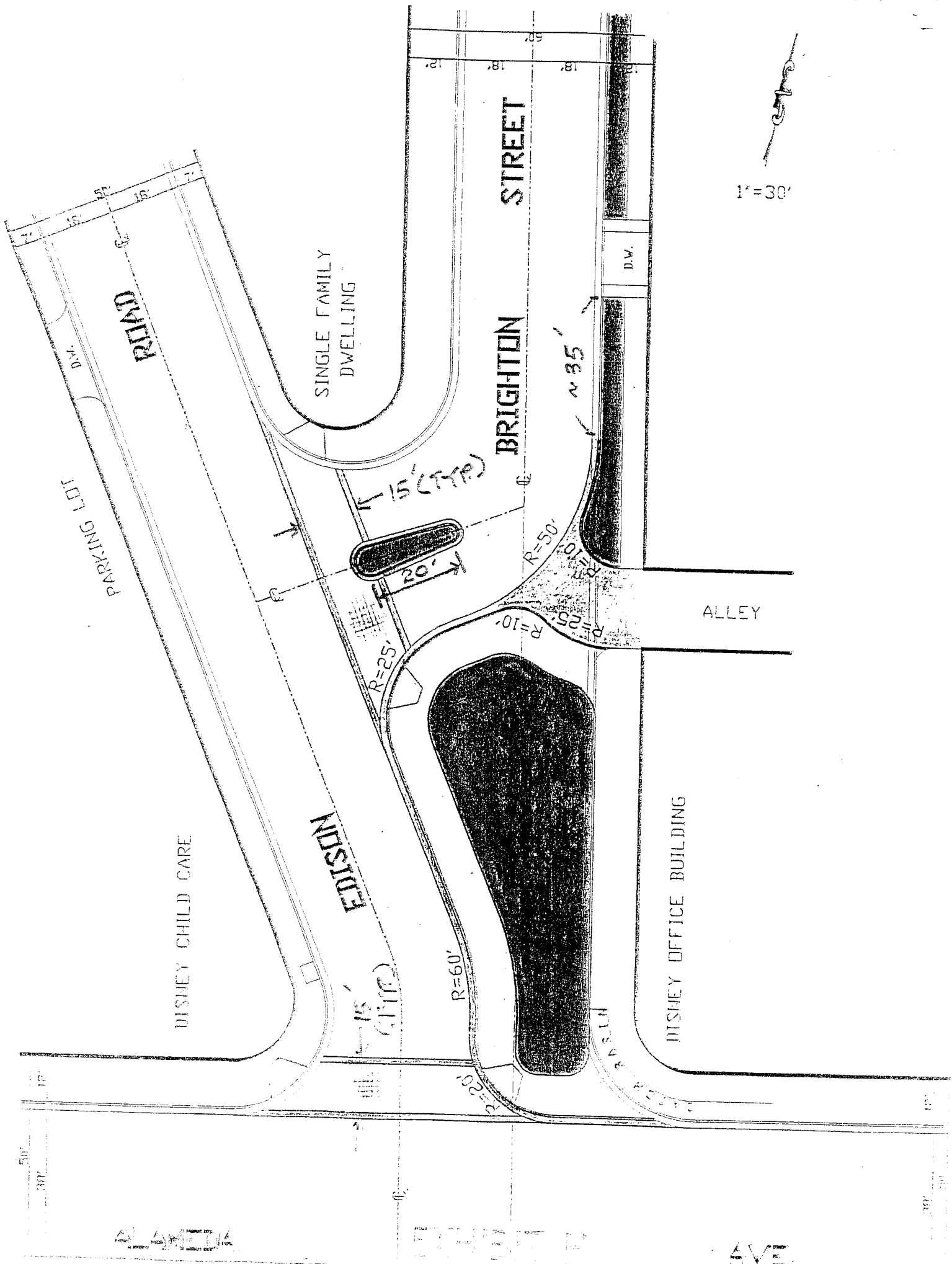
50'

50'

34'

16'





1" = 30'



ALAMEDA

EDISON

AVE

told MS. BERLIN that the Hollywood Way/Alameda Avenue intersection was included on the list of improvements for funding this fiscal year; however, Caltrans was also looking at improvements to freeway ramps in this area so other options may be available. CHAIR BROWN thanked Mr. Tague for his presentation.

HEARINGS

RANCHO PROVIDENCIA NEIGHBORHOOD PROTECTION

PLAN: The Rancho Providencia Neighborhood Protection Plan is a proposed set of traffic control measures developed by the Rancho Providencia Community Advisory Committee (CAC). These traffic control measures include landscaped medians, decorative crosswalks and intersection reconfigurations. If ultimately approved by City Council, these improvements would be installed within the area bounded by Buena Vista Street, Olive Avenue, Victory Boulevard/Main Street, and Alameda Avenue (categorically exempt from CEQA).

MR. HERRMANN presented this item to the Board and reviewed the CAC's recommendations to calm traffic and provide a buffer between residential and commercial uses in the Rancho Providencia area: 1) install landscaped medians and decorative crosswalks for the Alameda Avenue ends of Griffith Park Drive, Parish Place, Lincoln Street, Beachwood Drive, Lamer Street, Brighton Street, Sparks Street, Keystone Street, Orchard Drive and Myers Street; 2) install decorative crosswalks without medians at the Alameda ends of Shelton Street, Mariposa Street and Reese Place; 3) install landscaped medians and decorative crosswalks at the Olive ends of Myers Street, Keystone Street, Lamer Street, Parish Place and Orchard Drive; 4) reconfigure Oak Street at Olive Avenue, Edison Road at Buena Vista Street and Edison Road/Brighton Street at Alameda Avenue to create perpendicular configurations; 5) install a two-way left-turn lane on Verdugo Avenue between Main Street and Olive Avenue; 6) institute preferential parking on the residential streets between the commercial alleys north of Alameda and Oak; 7)

prohibit parking of oversize vehicles for 100 feet east of each non-signalized intersection of a local street with Alameda or Olive avenues to improve visibility. He said the CAC also recommends a plan to reduce commercial truck traffic on Glenwood Place by establishing a 10,000 lb. weight limit for commercial vehicles on Glenwood Place north of Oak Street, prohibiting parking on Oak Street, 50 feet from Main on both the north and south sides and for 50 feet from Glenwood Place on the south side only, sending letters to the commercial businesses asking them for cooperation in direction vehicles to Main street and increasing police enforcement in the area. He noted that the CAC proposes a one-year suspension of speed hump request petition process following implementation of the plan, after which time the City will conduct a study to determine effectiveness of the measures and to propose further mitigation measures if necessary. He noted that the CAC held 18 public meetings and two community meetings, and sent questionnaires to the entire neighborhood. He said Willdan and Associates took traffic counts and speed and parking surveys. He reviewed the changes proposed by staff: 1) reduce the proposed 40-foot medians on Lincoln, Myers and Keystone at Alameda Avenue to 32 feet to accommodate emergency vehicles as tested by the Fire Department; 2) eliminate the median on Beachwood Drive at Alameda Avenue due to the adjacent fire station access requirements; and 3) eliminate the prohibition against parking of oversize vehicles on Olive or Alameda avenues within 100 feet east of all non-signalized local street intersections, as supported by the consultant and the Police Department, due to potential parking impacts on the commercial and adjacent residential areas, and institute a case-by-case review instead. He assured DR. HUNT that all Brown Act requirements for public meetings were met during preparation of this plan. He told MR. JACKSON that no speed humps were proposed in this plan and that as traffic increases at Buena Vista and Alameda, the City would install left-turn signals and that staff could look at the traffic volume at this intersection. He told MS. BERLIN that he could get the summary of the returned questionnaires for the Board.

DOUG CARLSON, 236 South Myers Street, Chair of the Rancho Providencia CAC, introduced the attending CAC members. He cited the impacts of adjacent commercial development on this residential neighborhood. He thought the 32-foot median design at Lincoln, Myers and Keystone and Alameda Avenue would be sufficient, and that the deletion of the proposed median on Beachwood would be acceptable provided that no greater impacts are created on Beachwood Drive if no median is installed. He told DR. GORDON that the medians would calm traffic by making access more difficult for out-through traffic, soften the neighborhood and reduce visual impacts of adjacent commercial projects. He explained that Public Works had informed the CAC that the expense of relocating street drains at the specified corners to install chokers would be cost

prohibitive. He answered MS. BERLIN that the CAC had considered speed signs but the traffic engineer indicated they wouldn't affect traffic speeds without additional police enforcement. CHAIR BROWN suggested that the CAC consider the California oak as a tree which could provide adequate buffer in a 32-foot median.

ED CLINE, traffic engineer with Willdan Associates, said speed signs were not effective in slowing traffic, in his experience. He noted that chokers would create problems with surface drainage and eliminate space which could be used for landscaping. He assured DR. HUNT that the Fire Department had tested and approved the turning radius at each proposed median and noted that medians would create fewer impacts to emergency vehicle access than speed humps.

CHAIR BROWN opened the public hearing.

ERIC NORRIS, 301 South Myers, TONY MONZO, 303 South Keystone, CAROL NORRIS, 301 South Myers, TOM HARMS, 242 South Keystone, BILL WILBER, 355 South Myers, MITZI MAGGIORA, 339 South Myers, TOM RIZZO, 251 South Keystone, RICHARD FREEMAN, resident of Keystone, SUSAN POIRIER, 239 South Myers, SCOTT RAMOS, 214 South Keystone, and SHERRY DAVILA, 354 South Myers, supported the proposed plan.

BOB SPENCER, resident of Keystone, expressed concern that the proposed medians would divert commercial parking further into the residential area.

JIM CARLSON, resident of South Lincoln Street, supported the plan but cited the impacts of employee cut-through traffic from the adjacent Disney Studio. He urged the Board to consider modifying the signal at Alameda Avenue and South Lincoln to prevent Disney employees from using Lincoln to enter or leave Disney Studios. He gave the Board a petition in support of this suggestion.

SHANNON HANAWAY, CAC member, supported the plan and read a letter from LINDA and DANA FADLER, 235 South Keystone Street, supporting the plan because it would decrease traffic impacts from commercial development adjacent the residential neighborhood.

JEAN ROSONE, 378 South Myers Street, supported the plan and requested preferential parking, limited access, and modified traffic signal at Buena Vista and Alameda to facilitate traffic flow on the arterials and reduce cut-through residential traffic.

ROBERT ANDERSON, attorney representing Mr. Arbuckle, a resident of Lamar Street, opposed the CAC's recommendations which conflict with the City's general plan and would reduce property values and therefore could be considered a taking. He said the CAC's meetings were held in secret and the Brown Act requirements were not met.

He said his client's due process rights were violated and that an EIR should have been prepared for this plan. He thought the landscaped medians would create public safety issues with visibility, thereby posing a liability to the City. He cautioned that this plan would set a precedent for other neighborhoods to demand similar improvements.

CORY ELLIOTT, 266 South Lamer Street, CAC member, said the plan would protect the entire neighborhood and he urged adoption of the residentially adjacent commercial ordinance. He emphasized that 18 public committee meetings and two community meetings were held as well as a mailout to all residents.

GARY JOHNSON, resident of Mariposa Street, asked that a median be placed on Mariposa Street to reduce speeding cut-through traffic, especially since medians would discourage the use of adjacent residential streets.

EDWARD DAVILA, 354 South Myers Street, informed the Board that the new courier service behind the alley on Myers Street was creating a danger to children in the alley.

IRENE LUKOMSKI, 230 South Brighton Street, CAC member, assured the Board that the CAC held no secret meetings and that all their meetings were publicly noticed. She explained that the CAC members also personally canvassed their neighbors. She supported the plan.

LAVERNE THOMAS opposed the plan and disliked staff's report. She thought medians were not a solution to cut-through traffic but would instead integrate residential and commercial areas. She suggested a cul-de-sac on South Myers Street and cited the impacts on the residential area created by the new courier service on Alameda Avenue. She thought Edison Road was not adequately examined and that Alameda Avenue alley should be restricted to one-way traffic.

CHAIR BROWN closed the public hearing.

MR. CLINE answered MR. JACKSON that the CAC discussed special treatment for Lincoln Street due to its proximity to the Disney Studio; however, manual traffic counts of employees entering and exiting the Disney Studio site indicate that very few use Lincoln Street. He told MR. JACKSON that the CAC decided not to propose a median for Mariposa Street because it could create congestion for drivers dropping off and picking up children at the adjacent school and that most traffic on this street is generated by residents. He told MR. JACKSON that the traffic counts in the Alameda Avenue alley indicate no excessive traffic volume and that most alley traffic consists of residential drivers. He told MS. BERLIN that the traffic study did not include a destination/origin study. He

noted that traffic counts could be prepared for the new courier service or staff could use the typical traffic volumes established by ITE for this type of business. MR. HERRMANN informed the Board that the owner of the courier service who is meeting with residents at 10 a.m. tomorrow to discuss the situation had agreed to stop alley access after 8 p.m. He noted that the service was a dispatch business only.

MR. JACKSON commended the CAC, staff and the traffic engineer for their efforts to prepare this plan and supported their recommendations as well as staff's modifications; he emphasized that a left-turn signal should be installed at the Alameda/Buena Vista intersection to facilitate traffic flow on the arterials. DR. HUNT and DR. GORDON concurred. MS. BERLIN agreed and suggested that traffic impacts from the 24-hour courier service be examined and one-way traffic in the Alameda Avenue alley be considered. MS. RILEY told DR. GORDON that this plan should not be considered a taking; she said all Brown Act requirements had been met. She noted that staff would prepare a negative declaration to meet environmental review requirements as well. DR. GORDON asked that the exit/entrance of Disney Studio be examined and that an adequate follow-up to the plan's effectiveness be prepared. CHAIR BROWN thanked the CAC for their efforts and supported the plan. He asked that the signal improvements at Buena Vista/Alameda be installed immediately. He thought Mariposa Street needed to be considered for a median and that traffic on Lincoln Street should be monitored. MR. MC CONKEY assured the Board that he would ask that the signalization of Buena Vista/Alameda be agendaized for Council consideration.

MR. JACKSON recommended adoption of the Rancho Providencia Neighborhood Protection Plan by the City Council, and that additional protection measures at Mariposa and Lincoln streets be considered at a later date, and that three-way signals be installed immediately at the Buena Vista/Alameda intersection; MS. BERLIN seconded the motion which carried 5-0.

CONDITIONAL USE PERMIT NO. 98-19: The applicant, Elcin Keller, requests authorization to allow the construction of a 360 sf accessory structure to be used as an arts and crafts workshop and storage for exercise equipment at 2030 North Keystone Street in the F-1 Single Family Residential zone (categorically exempt from CEQA).



PROPOSED MITIGATED NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act of 1970, and the Environmental Guidelines and Procedures of the City of Burbank, the Lead Agency, the Community Development Department, Planning Division, after review of the Initial Study, found that the following project would not have a significant effect on the environment, that possible environmental impacts have been mitigated, and has directed that this Mitigated Negative Declaration be prepared.

1. Project Title: Rancho Providencia Neighborhood Protection Plan
2. Project Location: Area bounded by Buena Vista Street, Olive Avenue, Victory Blvd., Main Street, and Alameda Avenue, Burbank, County of Los Angeles, CA
3. Project Description: Installation of landscaped medians, decorative crosswalks, street trees, reconfigurations of intersections, and the implementation of various other traffic control measures, to mitigate traffic impacts within the study area
4. Support Findings: Based on the Initial Study, which is attached hereto and made a part hereof, it is the finding of the Community Development Department, Planning Division, that the above mentioned project is not an action involving any significant environmental impacts.

The proposed Mitigated Negative Declaration has been prepared in accordance with CEQA and reflects the independent judgement of the City of Burbank. A copy of the Initial Study is attached, and environmental documentation is on file in the Office of the Community Development Department, Planning Division.

Prepared by the Community Development Department, Planning Division, on June 11, 1998.

A handwritten signature in black ink, appearing to read 'R. Pruetz', written over a horizontal line.

Rick Pruetz
Chief Assistant Community Development Director/City Planner

California Environmental Quality Act

Initial Study

(as required by Sec. 15063 of the Public Resources Code)

To be completed by the lead agency

1. Project Title:
Rancho Providencia Neighborhood Protection Plan
2. Lead Agency Name and Address:
Planning Division, City of Burbank, 275 E. Olive Ave., Burbank, CA 91502
3. Contact Person and Phone Number:
Greg Herrmann, (818) 238-5263
4. Project Location:
Area bounded by Buena Vista Street, Olive Avenue, Victory Blvd., Main Street, and Alameda Avenue, Burbank, County of Los Angeles, CA
5. Project Sponsor's Name and Address:
City of Burbank, Planning Division
6. General Plan Designation: Principally: Single Family Low Density, Multiple Family Residential Medium Density, Limited Commercial,
7. Zoning: Principally: R-1, R-4, C-3, and RC
8. Description of Project:
Installation of landscaped medians, decorative crosswalks, street trees, reconfigurations of intersections, and the implementation of various other traffic control measures, to mitigate traffic impacts within the study area
9. Surrounding Land Uses and Setting:
The study area is surrounded by commercial arterials, and other residential neighborhoods beyond.
10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.)
None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

Land Use and Planning Transportation/Circulation Public Services

- Population and Housing
- Biological Resources
- Utilities & Service Systems
- Geological Problems
- Energy/Mineral Resources
- Aesthetics
- Water
- Hazards
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Mandatory Findings of Significance

DETERMINATION:

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.



Rick Pruetz, City Planner

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the

parentheses following each question. 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 involved (e.g., the project falls outside a fault rupture zone). 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 pollutants, based on a project-specific screening analysis).

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, and EIR is required.
- 4) "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. See the sample question below. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) This is only a suggested form, and lead agencies are free to use different ones.

SAMPLE QUESTION:

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the proposal result in potential impacts involving:

Landslides or mudslides? (1, 6)

	□	□	□	□
--	---	---	---	---

(Attached source list explains that 1 is the general plan, and 6 is a USGS topo map. This answer would probably not need further explanation.)

Potentially Significant impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant impact	No impact
--------------------------------	--	------------------------------	-----------

I. LAND USE AND PLANNING. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| a) Conflict with general plan designation or zoning?
() | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?
() | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Be incompatible with existing land uses in the vicinity?
() | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| d) Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

II. POPULATION AND HOUSING. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| a) Cumulatively exceed official, regional or local population projections? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Displace existing housing, especially affordable housing? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Fault rupture? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| b) Seismic ground shaking? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| c) Seismic ground failure, including liquefaction? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| d) Seiche, tsunami, or volcanic hazard? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| e) Landslides or mudflows? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |
| g) Subsidence of the land? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X |

	Potentially Significant Impact	Potentially Significant Unless Mitigation incorporated	Less Than Significant Impact	No Impact
h) Expansive soils? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Unique geologic or physical features? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

IV. WATER. Would the proposal result in:

a) Changes in the absorption rates, drainage patterns, or the rate and amount of surface runoff? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Exposure of people or property to water related hazards such as flooding? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Changes in the amount of surface water in any water body? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Changes in currents, or the course or direction of water movements? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Altered direction or rate of flow of groundwater? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Impacts to groundwater quality? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Substantial reduction in the amount of groundwater otherwise available for public supplies? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Expose sensitive receptors to pollutants? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Create objectionable odors? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

VI. TRANSPORTATION/CIRCULATION. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Increased vehicle trips or traffic congestion? () | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Hazards to safety from design features (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"/> |
| c) Inadequate emergency access or access to nearby uses? () | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Insufficient parking capacity on-site or bicyclists? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Hazards or barriers for pedestrians or bicyclists? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Rail, waterborne or air traffic impacts? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish insects, animals, and birds)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Locally designated species (e.g. heritage trees)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Locally designated natural communities (e.g. oak forest, coastal habitat, etc)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Wetland habitat (e.g. marsh, riparian and vernal pool)? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Wildlife dispersal or migration corridors? () | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VIII. ENERGY AND MINERAL RESOURCE. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Use non-renewable resources in a wasteful and inefficient manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
IX. HAZARDS. Would the proposal involve:				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Possible interference with an emergency response plan or emergency evacuation plan? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) The creation of any health hazard or potential health hazard? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Exposure of people to existing sources of potential health hazards? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Increased fire hazard in areas with flammable brush, grass, or trees? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
X. NOISE. Would the proposal result in:				
a) Increases in existing noise levels? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Exposure of people to severe noise levels? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:				
a) Fire protection? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Police protection? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Schools? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Maintenance of public facilities, including roads? ()	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e) Other governmental services? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a) Power or natural gas? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Communications systems? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Local or regional water treatment or distribution facilities? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Sewer or septic tanks? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Storm water drainage? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Solid waste disposal? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Local or regional water supplies? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
XIII. AESTHETICS. Would the proposal:				
a) Affect a scenic vista or scenic highway? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Have a demonstrable negative aesthetic effect? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Create light or glare? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
XIV. CULTURAL RESOURCES. Would the proposal:				
a) Disturb paleontological resources? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Disturb archaeological resources? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Affect historical resources? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Restrict existing religious or sacred uses within the potential impact area? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
XV. RECREATION. Would the proposal:				
a) increase the demand for neighborhood or regional parks or other recreational facilities? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Affect existing recreational opportunities? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? () X

- b) Does the project have the potential to achieve short-term, to the disadvantage or long-term, environmental goals? () X

- c) 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.) X

- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? () X

XVII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) Earlier analyses used. Identify earlier analyses and state where they are available for review.
- b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of an adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures before on the earlier analysis.
- c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier documents and the extent to which they address site-specific conditions for the project.

Authority: Public Resources Code Sections 21083 and 21087.

References: Public Resources Code Sections 21080(c), 21080.1, 21080.2, 21080.3, 21080.4, 21080.5, 21080.6, 21080.7, 21080.8, 21080.9, 21080.10, 21080.11, 21080.12, 21080.13, 21080.14, 21080.15; *Sunstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

EXPLANATION OF RESPONSES

I. Land Use and Planning

- a) Policy #5 of the General Plan, Circulation Element, calls for the "assurance of traffic safety in residential areas, by excluding those uses which generate non-residential traffic, and, where possible, the redesign of streets to discourage through-traffic." The principal objective of this project is to reduce the volumes of non-local traffic on the street segments within the study area by installing traffic control devices and reconfiguring intersections to improve safety and reduce speeds. The project is therefore consistent with the General Plan. The Zoning Code does not include any regulations or guidelines that concern street designs or traffic control measures.
- b,d) The proposed project does not conflict with known plans or policies of responsible agencies, or affect agricultural resources or operations, nor disrupt or divide the physical arrangement of an established community.
- c,e) The proposed traffic control measures will incorporate landscaping and decorative elements which will aesthetically enhance the individual locations and the area as a whole. No conflict with existing land uses is envisioned. Rather than having the potential to divide the neighborhood, these measures will help unify and protect it from non-local traffic impacts.

II Population and Housing

- a-c) The proposal will not cause regional or local population projections to be exceeded, or induce substantial growth either directly or indirectly. The project will not effect existing housing.

III Geologic Problems

- a-I) The project will not result in or expose people to potential impacts involving fault rupture, seismic ground shaking, failure or other catastrophic events, landslides or mudslides, erosion or other significant movements of soil, land subsidence, nor does it involve or affect any unique geologic or physical feature. The project will involve only minor excavation and grading within the street rights-of-way.

IV Water

- a-J) The project involves the replacement of pavement with landscaping, and will reduce the amount of surface drainage and increase absorption rates. The proposed project will not expose people or property to water related hazards, alter the amount of surface water in any water body, or lead to changes in currents or in the direction of water movements. Surface waters will not be degraded, nor will the quantities, direction, rates of flow, or qualities of groundwaters be significantly affected.

V Air Quality

- a-d) The amounts of pollutants released during construction activities will violate any adopted air quality standard, or significantly contribute to existing or projected air quality violations. While construction vehicles and machinery may occasionally cause localized deterioration of air quality, which may be noticed by adjacent residents, the short-term nature and limited scale of those effects are considered less than significant. The project will not significantly alter air movement, moisture, or temperature, or cause any change in climate.

VI Transportation/Circulation

- a) The primary purpose of the proposed protection plan is to keep non-local traffic on the arterial streets, and thereby reduce cut-through traffic in the residential neighborhood. The arterial intersections which will handle this diverted traffic have sufficient capacity to do so, and can be further improved as/if

volumes increase. Some additional queuing of vehicles may result at median locations where there are currently right-turn pockets; however, recent traffic studies done as part of this project indicate that this potential queuing will not be of a significant nature at these locations. On most streets, curb-side parking at the corner does not currently permit this free right-turn movement.

- b) The proposed project will not cause any significant hazards to safety as a result of design features or incompatible uses. The intersection reconfigurations and medians have been designed to meet all safety requirements and guidelines, and are anticipated to improve conditions at the affected locations.

Adequate clearances will be maintained for emergency vehicles. A field test has been conducted with a large fire vehicle to ensure that the distance between the proposed medians and curb-side parking is sufficient. Both the Fire and Police departments are satisfied that adequate space for emergency responses will be maintained.

- d-g) No hazards or barriers for pedestrians or bicyclists will be created. Applicable guidelines for construction within a roadway will be followed during construction to ensure that safe conditions and access are maintained. The project does not conflict with adopted policies supporting alternative transportation, nor will it impact rail, waterborne, or air traffic.

VII Biological Resources

- a-e) The proposed project is located within an urbanized environment, and as such it will not significantly impact endangered, threatened or rare species or their habitats, nor will it affect locally designated species of animal or plant life. The site does not contain a wetland habitat, and the project will not affect wildlife dispersal or migration corridors.

VIII Energy and Mineral Resources

- a-c) The project will not conflict with adopted energy conservation plans, and applicable energy conservation measures for construction equipment will be adhered to. Non-renewable resources will not be used in a wasteful manner, and the project will not effect the availability of mineral resources in the area.

IX Hazards

- a-e) Development of this project will not result in any significant risk of accidental explosion or release of hazardous substances, create any health hazard, or expose people to existing sources of potential health hazards. Neither the construction nor the existence of the traffic control measures will significantly affect any emergency response or evacuation plan. The project site is not located in a brush area, and will pose no fire hazard to flammable vegetation.

X Noise

- a,b) Noise-generating construction activities are expected to be intermittent and short-term in duration. However, because of the proximity to residential neighborhoods, the following mitigation measures are recommended to ensure that noise impacts are not significant:

- Excavation, grading, and other construction activities shall be restricted to 7:00 a.m. to 7:00 p.m. Mondays through Fridays, and 8:00 a.m. to 7:00 p.m. Saturdays.
- No idling or queuing of construction vehicles, including the idling or standing of the construction workers' personal vehicles, shall be permitted on local residential streets prior to 7:00 a.m. Mondays through Fridays, or prior to 8:00 a.m. Saturdays.
- A hauling route shall be approved by the City that shows all construction haul routes and that prohibits construction hauling on local residential streets.

- **All provisions of the noise control plan which require compliance by project contractors or subcontractors shall be included in all construction-related contracts.**

XI Public Services

- a-e) This project will not require any new or altered services in the areas of fire or police protection, schools, maintenance of public facilities, or other government services. The roadway improvements will require periodic maintenance, and the landscaping will require trimming and general care. These services can be provided by the Public Works and Parks departments.

XII Utilities and Service Systems

- a-g) The project will not require new systems or supplies, or substantial alterations to any of the following utilities: power or natural gas, communications, water treatment or distribution, sanitary, storm drain, solid waste, or water.

XIII Aesthetics

- a-c) These measures will not affect any scenic vista or highway; nor will they create any light or glare. The proposed landscaping and decorative crosswalks will esthetically enhance the area.

XIV Cultural Resources

- a-e) The proposed project will not disturb any paleontological, archaeological, or historical resources. The implementation of the project does not have the potential to cause a physical change which would affect unique cultural values; nor will it restrict existing religious or sacred uses within the potential impact area.

XV Recreation

- a,b) The project will not increase the demand for neighborhood or regional parks, recreational facilities, or affect existing recreational opportunities.

XVI Mandatory Findings of Significance

- a) The project is located in a commercial district within an urbanized area; it does not have the potential to significantly affect plants or animals, or their habitats.
- b) The project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.
- c) The proposed project does not have the potential to have significant impacts that are individually limited, but cumulatively considerable.
- d) There are no environmental impacts associated with the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Summary of Mitigation Measures

1. Excavation, grading, and other construction activities shall be restricted to 7:00 a.m. to 7:00 p.m. Mondays through Fridays, and 8:00 a.m. to 7:00 p.m. Saturdays.
2. No idling or queuing of construction vehicles, including the idling or standing of the construction

workers' personal vehicles, shall be permitted on local residential streets prior to 7:00 a.m. Mondays through Fridays, or prior to 8:00 a.m. Saturdays.

3. A hauling route shall be approved by the City that shows all construction haul routes and that prohibits construction hauling on local residential streets.
4. All provisions of the noise control plan which require compliance by project contractors or subcontractors shall be included in all construction-related contracts.

JACK T. ELLIOTT

RECEIVED JUN 03 1998

5614 Lankershim Boulevard
North Hollywood, CA 91601
(818) 761-6921

425 South Sparks Street
Burbank, CA 91506
(818) 845-4061

6/2/98

RICK PRUETZ
City Planner

I Moved to Burbank and built a 1900 sq foot home at 425 So. Sparks St. Its good schools and Police drew me her in 1957.

Regarding your proposed hearing June 8th. I can't be there, but add this letter to your collection of ideas.

DON'T PUT BUMPS ON SPARKS STREET, between Olive and Alameda. My wife has a very bad back and I have to come to a complete stop at each bump. I hate the five way signal at Olive, Verdugo and Sparks. I will drive out of my way three blocks to avoid the half hour wait.

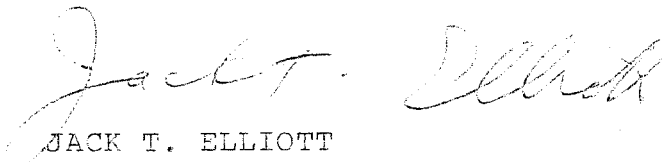
If you are approaching the green light going North it only stays on ten seconds if you are not already stopped at the intersection. I pick my way across at Beachwood going North.

As you know Olive Recreation Center blocks steets for half a mile, no way to get through. Don't block any more streets between Olive and Alameda, just to satisfy the Rancho crowd.

Sparks needs a dividing line to separate the people who are timid and drive down THE MIDDLE OF THE STREET.

Also I suppose you have noticed that Buena vista and Alameda needs paving bad. Don't let it get as bad as North Hollywood.

Sincerely


JACK T. ELLIOTT

Law Offices of Robert Alan Anderson

1901 AVENUE OF THE STARS, SUITE 200
LOS ANGELES, CALIFORNIA 90067

TELEPHONE 1-800-959-7838

June 3, 1998

RECEIVED JUN 5 1998

Rick Pruetz, City Planner
City of Burbank
275 East Olive Ave.
P.O. Box 6459
Burbank, CA 91510-6459

Re: City Planning Board Hearing—June 8, 1998
Opposition to Rancho Providencia Neighborhood Protection Plan

Dear Mr. Pruetz:

This law firm represents F.W. Arbuckle who resides on the 100 block of South Lamer Street in Burbank. Mr. Arbuckle has requested that I write this letter in opposition to the proposed Rancho Providencia Neighborhood Protection Plan (the "Plan").

My client is opposed to the Plan for the following reasons:

1. Inconsistent with the City's General Plan There is nothing in the city's general plan that requires the use of barriers and impediments in the residential streets.

2. Devaluation of Property Values-Violation of 5th Amendment Rights Making the 100 block of South Lamer Street a more difficult place to access will adversely affect the resale value of Mr. Arbuckle's home. There is nothing in the Plan allowing for any kind of compensation to Mr. Arbuckle for his devalued property. I believe that this would violate my client's rights under the "takings clause" of the 5th Amendment of the United States Constitution.

Law Offices of Robert Alan Anderson

Mr. Rick Pruetz

June 3, 1998

Page 2

3. Violation of the Ralph M. Brown Act Open Meeting Law From my reading of the your May 28, 1998 Notice, it is clear that the Plan was devised by the "... Council appointed Rancho Providencia Community Advisory Committee" (the "Committee"). My client never received any notices of any of the "meetings" of the Committee. Since the Committee was operating as an arm of the City Council, its meetings should be publicized and its agenda published as required by the Ralph M. Brown Act Open Meeting Law (the "Brown Act"). Instead, the Committee met in secret and decided what was "best" for the community.

Once the Committee had decided what was best, it conducted a "sham" hearing at Jordan Middle School on March 11, 1998. I attended that hearing and it was clear there was overwhelming opposition to the Plan. It was also clear that the Committee was determined to ram through its cherished Plan despite this opposition. The Committee's actions clearly violate the Brown Act and are contrary to the essence of the democratic process.

4. Violation of My Client's Due Process Rights Because of the violations of the Brown Act detailed above, the Committee, and the City, if it approves the actions of the Committee, will be violating my client's rights to due process under the United States and California Constitutions.

5. Violation of My Client's Equal Protection Rights Because of the violations of the Brown Act detailed above, the Committee, and the City, if it approves the actions of the Committee, will be violating my client's rights to equal protection under the United States and California Constitutions.

6. Environmental Concerns While I am sure you can find a loophole under the California Environmental Quality Act ("CEQA") to try to ram through this Plan, it is disingenuous to assert that it will not affect the environment. Not only will the Plan affect the environment during construction but it will also affect the traffic patterns and air pollution in the area. Based on these facts, I disagree with your assertion that the Plan is exempt under CEQA.

7. Increased Risk of Accidents The 100 South Block of Lamer Street is small and narrow. Olive Avenue does not cross Lamer Street at a true 90 degree angle. Placing impediments in the street will only increase the chances of accidents.

Law Offices of Robert Alan Anderson

Mr. Rick Pruetz

June 3, 1998

Page 3

The 200 block of South Lamer Street has a Shell Gasoline Station on the corner of Lamer and Alameda. It defies common sense why you would want to put barriers in the street to make it more difficult for the driver of a tanker truck full of flammable gasoline to make deliveries. Needless to say a gasoline spill or fire would adversely affect the environment.

8. Increased Liability for the City Because of the higher likelihood of accidents, as detailed above, there is a larger chance of the City being sued and possibly losing. If the city losses a lawsuit for a substantial amount of money, this could impact municipal services that my client depends on.

9. Difficulty for Police & Fire Vehicles It stands to reason that it will be more difficult for police and fire vehicles to access the streets affected by the Plan if there are impediments in the road.

10. Misuse of Public Funds This whole Plan is a grand waste of the taxpayer's money. These funds could be better used for more practical, albeit less glamorous, proposals.

I sincerely hope the Planning Board rejects this Plan. I will not hesitate to take whatever actions are necessary to protect my client's rights.

Best Regards,



Law Offices Of Robert Alan Anderson

cc: F.V. Arbuckle

DSC CRAFTSMEN

236 S. MYERS ST., BURBANK, CA 91506-2654
OFFICE (818) 845-7893
FAX (818) 845-7694

Fax

To: Burbank City Council Members Attn: All Council Members	From: Douglas S. Carlson
Fax: (818) 238-5757	Pages: 6
Phone: (818) 238-5250	Date: 8/17/98
Re: Rancho Providencia CAC	CC: Burbank City Planning Dept.

Urgent For Review Please Comment Please Reply

Dear Council Members:

Enclosed is a copy of the letter that was faxed to Mr. Greg Herrmann, regarding the Rancho Providencia CAC's presentation scheduled for August 18, 1998. I wanted to notify you prior to the meeting of some issues that I, and other CAC members have with the documents that you will be reviewing Tuesday night. I apologize for the late notice of my concerns, but I did not receive all of the pertinent documents until August 14th. I hope you will be receiving all changes prior to this meeting.

Thank you,



Douglas S. Carlson

Chairman for the Rancho Providencia Community Advisory Committee.

RECEIVED
CITY OF BURBANK
PLANNING DEPARTMENT
AUG 18 1998

Handwritten signature
8-17-98

DSC CRAFTSMEN

236 S. MYERS ST., BURBANK, CA 91506-2854
OFFICE (818) 845-7693
FAX (818) 845-7694

Fax

To:	City of Burbank Planning Dept. Attn: Greg Herrmann	From:	Douglas S. Carlson
Fax:	(818) 238-5254	Pages:	5
Phone:	(818) 238-5253	Date:	5/28/98
Re:	CAC Presentation for 8/18/98	CC:	City Council, CAC Members & La Verne Thomas

Urgent For Review Please Comment Please Reply

Dear Greg:

I have reviewed the Planning Board Draft document (let me know if there were any changes in the final document) and the Fund 27 document sent to me by the City Clerk's office. I have the following serious concerns.

From the Planning Board Memorandum:

-page 2, third paragraph - add the CAC's review of development of East side of Buena Vista Multifamily zone to commercial.

-page 3, third paragraph - add median landscape plans are in accordance to Parks & Recreation requirements.

-page 4, first paragraph - removal of Beechwood median as per requirement of the Fire Dept.

-page 4, last paragraph, second to last line - should read neighborhood streets to the west

*-page 5, first paragraph - how has the preliminary estimates for cost of construction (after we removed (2) medians, reduced the lengths of (3) medians, and eliminated (3) trees) increase from \$350,000 to \$400,000?

*-page 5, first paragraph - the costs for the Buena Vista / Alameda signal were specified in the Disney & NBC Development Agreements. Why are these now being added to our CAC mitigation costs? Why, when in the previous budget for this signal left turn arrow was it projected at \$30,000., and it now is projected at \$100,000? See Trans. Capital Improvement Program Update, dated August 18, 1996.

*-page 5, second paragraph - I checked with (4) of the CAC members who were present at the June CAC meeting, and none of us remember that "With the knowledge that full funding of the project using Development Impact fees was not being recommended by staff". Our collective memory of the conversation is that "if full funding is not attainable at this time, what is our preference. A significant difference that must be changed.

*-page 6, last paragraph - what is the projected costs for all items listed here?

August 17, 1998

-page 9, second to last paragraph - why as the CAC Chairman, I have not been notified of (2) more members leaving the CAC since our June meeting when we discussed this issue as a (7) member committee, I do not understand. Further, our CAC in the past as I sure it will in the future, will consider all of the people concerns within our study area for all of our decisions & recommendations. The continuing CAC should have all of the responsibilities of representation and recognition for our decisions that our current body is charged with.

Planning Board Minutes, page 4, last paragraph - as we had discussed previously, in my presentation I qualified my approval of the 32' medians by stating - if the reduced medians will accommodate (2) mature trees of the type we are discussing - then I will support them.

From the Transportation Capital Improvement Program Update:

-page 2, last paragraph - please update us on the status of the Buena Vista and Forest Lawn Extensions. My recollection is that when this was presented to us, probably over a year ago, it was mentioned as an idea with no serious consideration at that time. If this has changed I'm sure the CAC would like to know about it.

-page 3, Spending to date accounting - what was the total spent in Magnolia Park? I believe you had mentioned approximately \$250,000.

-page 4, second & third paragraphs - our CAC has expressed interest in having the signal changed as soon as possible for the corner of Buena Vista & Alameda as noted in my letter noted as Exhibit E. This signal change is noted as a part of the Development Agreements for Both Disney & NBC, in my understanding. And in the report "Data From NBC Traffic Impact Report" presented to our CAC in August, 1997 by Mr. Ed Cline, it notes on page V-15 the existing condition as level "D", and on page IX-29 the future condition at level of service "C" with mitigation measures installed. I just want to make it clear that we as a CAC want to make sure that the mitigation measures that will be installed will achieve these objectives. And in installing the turning signals now, does not limit what the full scope of mitigation measures will need to be, to accomplish the goal of level of service "C".

-Exhibit A - I am just wondering what the Prior Years Appropriation of \$84,000 is for. I see on page 3 that the total spent is \$46,760 - is this the cost for the Wildan Study? And what is the difference in the two figures - or are these previous funds approved, that can be added to the \$100,000 that Staff is currently asking for?

Due to the amount of changes / explanations that I feel are needed, I would like to set up a conference call with myself and Margo Wheeler today, at 3:30. Please page me to confirm this (818) 604-6387.

Thank you,
Douglas S. Gansor

MEMORANDUM

To: Members, Rancho Providencia Community Committee

From: Ed Cline, Willdan Associates *Ed*

Date: August 15, 1997

Subject: DATA FROM NBC TRAFFIC IMPACT REPORT

Attached are various tables from the NBC Traffic Impact Report. The tables show existing traffic conditions at intersections throughout the study area, as well as forecasts for Year 2000 and Year 2008. Tables M-5(a) and (b) illustrate the existing and 2000 forecasts for both the morning and afternoon peak hours. Table V-6(a) and (b) depict existing and 2008 data for both morning and evening peak hours. Tables IX-1(a) and (b) shows the preceding data with addition of conditions forecasted with programmed mitigation for Phase I (2000). Tables IX-2(a) and (b) depict the same data for the buildout scenario (2008).

Dr. Kumar will be available at our August 21st meeting to go over these data and answer your questions.

Attachments

EC:iss
10194\3001\m04

Table V-5(a) (cont.)
Critical Movement Analysis
Future (2000) AM Peak Hour Traffic Conditions

Intersection	Existing (1996)		Future (2000) Without Project		Future (2000) With Project		
	CMA	LOS	CMA	LOS	CMA	LOS	Impact
Alameda Ave. & Buena Vista St.	0.850	D	0.874	D	0.895	D	0.021
Alameda Ave. & Keystone St.	0.358	A	0.376	A	0.390	A	0.014
Alameda Ave. & Main St.	0.562	A	0.580	A	0.594	A	0.014
Alameda Ave. & Victory Blvd.	0.679	B	0.699	B	0.707	C	0.008
Alameda Ave. & Lake St.	0.713	C	0.733	C	0.741	C	0.008
Alameda Ave. & Flower St.	0.445	A	0.459	A	0.463	A	0.004
Riverside Dr. & Pass Ave.	0.595	A	0.628	B	0.664	B	0.036
Riverside Dr. & EB SR-154 on-ramp west of Hollywood Wy.)	0.575	A	0.615	B	0.615	B	0.001
Riverside Dr. & Hollywood Wy.	0.634	B	0.636	B	0.656	B	0.020
Riverside Dr. & Olive Ave.	0.641	B	0.563	A	0.606	B	0.042
Riverside Dr. & California St. (North)	0.184	A	0.185	A	0.305	A	0.120
Bob Hope Dr. & EB SR-154 on-ramp	11.1	C	11.2	C	39.0	F	N/A
Riverside Dr. & Bob Hope Dr.	0.577	A	0.610	B	0.693	B	0.083
Riverside Dr. & SR-154 on/off-ramps/ Buena Vista St.	0.785	C	0.889	D	0.930	E	0.041
Riverside Dr. & Keystone St.	0.324	A	0.343	A	0.356	A	0.015

Denotes a significant impact.

* Off-ramp is STOP sign-controlled. Delay in seconds and LOS are reported for most congested movement.

**Table IX-2(a) (cont.)
Critical Movement Analysis Summary
Future (2008) AM Peak Hour Traffic Conditions
With Project With Mitigation**

Intersection	AM Peak Hour							
	Without Project		With Project Buildout			With Project Buildout and Mitigation		
	CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
Alameda Ave. & Buena Vista St.	0.945	E	0.973	E	0.028*	0.702	C	-0.243
Alameda Ave. & Keystone St.	0.414	A	0.432	A	0.018	0.429	A	0.015
Alameda Ave. & Main St.	0.517	B	0.535	B	0.018	0.533	B	0.016
Alameda Ave. & Victory Blvd.	0.735	C	0.747	C	0.012	0.589	A	-0.146
Alameda Ave. & Lake St.	0.773	C	0.783	C	0.010	0.732	C	-0.041
Alameda Ave. & Flower St.	0.487	A	0.483	A	0.005	0.492	A	0.005
Riverside Dr. & Pass Ave.	0.695	B	0.743	C	0.048	0.735	C	0.041
Riverside Dr. & E/B SR-134 on-ramp (west of Hollywood Wy.)	0.692	B	0.693	B	0.001	0.452	A	-0.230
Riverside Dr. & Hollywood Wy.	0.593	B	0.743	C	0.050	0.735	C	0.052
Riverside Dr. & Olive Ave.	0.609	B	0.678	B	0.069	0.661	B	0.052
Riverside Dr. & California St. (North)	0.189	A	0.347	A	0.158	0.324	A	0.135
Bob Hope Dr. & E/B SR-134 off-ramp**	11.6	C	99.0+	F	N/A*	0.554	B	N/A
Riverside Dr. & Bob Hope Dr.	0.575	B	0.785	C	0.109	0.557	C	-0.089
Riverside Dr. & SR-134 on/on-ramps Buena Vista St.	1.025	F	1.080	F	0.055*	0.858	D	-0.156
Riverside Dr. & Keystone St.	0.393	A	0.416	A	0.021	0.413	A	0.018

* Denotes a significant impact.

** Off-ramp is STOP sign-controlled. Delay in seconds and LOS are reported for most congested movement.

