

memorandum

DATE: September 27, 2021

TO: City Planning Board

FROM: Fred Ramirez, Assistant Community Development Director
Via: Scott Plambaeck, Deputy City Planner
By: Maciel Medina, Associate Planner

SUBJECT: Addresses: 2311 N. Hollywood Way
Application: Development Review, Conditional Use Permit,
Parcel Map and Certification of a Sustainable
Communities Environmental Assessment (SCEA)
document.
Project No. 20-0003289
Applicant: NHW Investors, LLC

RECOMENDATION

Staff recommends that the Planning Board adopt:

1. A Resolution of the Planning Board of the City of Burbank approving a Sustainable Communities Environmental Assessment (SCEA) and Mitigation Monitoring and Reporting Program (MMRP) pursuant to the California Environmental Quality Act for the Burbank Aero Crossings mixed-use project at 2311 N. Hollywood Way (Project No. 20-0003289), based on the findings of fact and subject to the recommended conditions of approval (EXHIBIT A); and
2. A Resolution of the Planning Board of the City of Burbank approving Conditional Use Permit, Density Bonus Waivers, Development Review and Tentative Parcel Map No. 083410 for a mixed-use project submitted pursuant to SB 330 at 2311 N. Hollywood Way (Project No. 20-0003289) (EXHIBIT B)

EXECUTIVE SUMMARY

NHW Investors, LLC (the Applicant) is requesting approval to construct a mixed-use project on a site with a vacant 345,000 square foot retail building (formerly Fry's Electronics) on 101,967 square foot (10.43-acres) site that includes: 862 residential units (including 12 live/work units and 80 Very Low Income units), 151,800 square feet of office space and 9,700 square feet of commercial and retail space at the ground level. The office use will be in a 5-story building reaching a maximum height at 87'-4".

The commercial and residential uses will be within two, 7-story mixed-use buildings reaching a maximum height of 94'-0". The Project also proposes the provision of 1,500 square feet of commercial and retail space reaching a maximum floor to ceiling height of 15'-0" that is located at the Northwest corner of the Project Site along the Vanowen Street frontage. The remaining 8,200 square feet of commercial and retail space will be located along Hollywood Way on the ground floor of the two residential buildings. The Project proposes a total building area of 161,500 square feet and a floor area ratio (FAR) of .35, which only includes the office, commercial, and retail components of the project.

Staff recommends the Planning Board adopt a Resolution (Exhibit A) approving the Final Sustainable Communities Environmental Assessment (SCEA) and Mitigation Monitoring and Reporting Program (Attachment 2 to EXHIBIT A) prepared for this Project and adopt the attached resolution (Exhibit B) approving the Conditional Use Permit, Density Bonus Waivers, Development Review, and Tentative Parcel Map. (The Final SCEA is included as EXHIBIT C to this report.)

BACKGROUND

Project Description

The Project applicant proposes to construct residential, retail, and office spaces on a parcel that was most recently utilized by Fry's Electronics and is now vacant. The existing building will be demolished and developed with the following uses (Exhibit D: Project Plans):

- One, 7-story building containing a total of 424 residential units (127,500 square feet);
- One, 7-story building containing a total of 438 residential units (122,800 square feet);
- One single-level subterranean parking area under each residential building;
- 8,200 square feet of commercial and retail space at ground level below building two;
- 1,500 square feet of commercial and retail space will be located at the north-west corner of the property;
- The office has two alternatives:
 - Option One: 4, three story buildings totaling 84,900 square feet of office space with a 4-level parking structure with 255 parking spaces
 - Option Two: One, 5-story office building containing a total of 151,800 square feet of office; space with integrated 5-level parking structure containing 456 parking spaces ;
- A total of 1,125 parking spaces are provided for the residential units;
- A total of 32 parking spaces will be provided for the retail component; and
- A total of 57 bicycle parking spaces

In order to facilitate the Project, the applicant needs to obtain the following entitlements and approvals from the City:

- Development Review (DR);

- Conditional Use Permit (CUP);and
- Tentative Parcel Map No. 083410;and
- Density Bonus incentives, concessions and waivers and reductions in development standards.

Table 1 below, provides additional general property information regarding the Project Site and the surrounding land uses.

Table 1: General Property and Surrounding Land Use Information	
Address	2311 N. Hollywood Way.
Cross Streets	Hollywood Way and Vanowen St.; Hollywood Way and Valhalla Dr.
Assessor's Parcel Number	2463-001-019
General Plan Designation	Regional Commercial (Maximum 1.25 FAR, 58 units per acre)
Zoning	C-3 (Commercial General Business)
Property Size	454,286 square foot (10.43-acres)
Current Development	The property currently has a vacant 101,967 square foot building that was once occupied by Fry's Electronics as well as a paved surface parking lot
Street Classification and Width	Vanowen St.: Collector at 60 ft. wide Hollywood Way: Major Arterial at 100 ft. wide Valhalla Dr.: Collector at 60 ft. wide
Surrounding Neighborhood:	Hollywood Burbank Airport along with commercial and retail uses.
North	
South	Commercial and manufacturing uses
East	Office and commercial uses
West	Valhalla Memorial Park and Mortuary along with commercial uses

Project Site History

Between the 1920's and the 1960's the Project Site was primarily used as a dairy farm with other agricultural uses. In the early 1960's the site was developed with a 101,967 square foot building that contained a retail store named Unimart, as well as a gas station that was located at the northeast corner of the lot. During the late 1960's Lockheed Martin used the Unimart building as an office building and used the gas station as a vehicle maintenance shop. From the mid 1990's until 2021 when it closed its doors, the site was utilized by a Fry's Electronics store. As part of the scope of work of this Project, all existing

structures on the site will be demolished to make space for the proposed development and all related improvements.

ANALYSIS

The Project proposes to redevelop a large, underutilized parcel located nearby the Hollywood Burbank Airport and an adjacent job-rich area commonly referred to as the Golden State Commercial/Industrial Area of the City. The proposed development at the Project Site will provide new residential units and new commercial space that includes locally serving retail and restaurants as well as new office uses that bolster the areas current use as a major employment center. In addition, the Project will provide new physical improvements including 15' wide sidewalks, bicycle facilities, bike lanes, on-site public and private open space, on-site private parking and extensive tree plantings and landscaping. Furthermore, the Project will provide upgrades to public infrastructure serving the site. The following Table 1 provides the detailed Project description.

Table 1: Physical & Operational Aspects of the Project	
Primary Project Elements	<ul style="list-style-type: none"> • 862 residential units (82 du/acre); • 9,700 square feet of retail/commercial space; • 151,800 square foot office building; • Parking provided for the residential, office and commercial/retail uses;
Site Access	<ul style="list-style-type: none"> • Vehicular access to the residential portions of the Project provided by four driveways along Vanowen St. (north), Hollywood Way (east) and Valhalla Dr. (south); • Vehicular access to the office building is provided by a driveway along Valhalla Dr. (south); • Bike lane through Project site connecting Vanowen St. and Valhalla Dr.; • 15-foot-wide sidewalks around the entire Project site; • Open space paseos within the interior of the Project to provide unobstructed pedestrian access.
Parking	<ul style="list-style-type: none"> • 1,612 total parking spaces for the Project: <ul style="list-style-type: none"> -- 1,125 total parking spaces for 862 residential units; -- 32 total parking spaces for the retail/commercial; -- 455 total parking spaces for office space

Landscaping & Amenities	<ul style="list-style-type: none"> • Each residential unit will contain a private balcony; • Roof-top open space, one over each residential building containing a pool, dog park and assembly areas; • Residential courtyards and rooftop include planting areas, landscaping and seating areas; • Landscaped paseos are located at ground level within the Project Site to provide vehicle-free pedestrian paths and bike pathways; • Exterior patios provided at multiple floors for the office building; • Landscaping and shade approximately 240 trees on the project site with additional street trees along the project perimeter; and • Outdoor seating areas to serve future restaurant space.
------------------------------------	--

Project Design Features

The Project includes design features that will not only be a benefit to the residents of the building, but to the surrounding neighborhood. The project’s components help build a neighborhood that provides amenities to the members of the community and also provides aesthetically pleasing buildings with features that will draw individuals to want to work, live and visit the area. The Project’s design ties it in with the surrounding commercial and residential uses and acts as an anchor supporting and providing the surrounding uses with the amenities and improvements that will be implemented as part of the Project.

Site Plan: The Project proposes the placement of buildings towards the edges of streets and public spaces which helps to create walkable urban environments. Buildings placed near the edge of broad sidewalks help provide a sense of definition to streets and also emphasize the pedestrian access compared to locations where parking lots are located between the sidewalk and buildings. Wrapping the parking garages with residential and office buildings makes the parking structures less visible. The Project layout allows for uninterrupted pedestrian access by providing pedestrian paseos that promote walkability and helps compliment the surrounding residential neighborhood. The site plan connects Valhalla Drive and Vanowen Avenue via a private street with a bike lane and sidewalk to help break up the block.

Architectural Design: The proposed design is a contemporary style, and predominantly uses a combination of smooth stucco finish, cement & wooding siding, light & dark brick, green screening with vines, and decorative metal screening for the garage. The Project also incorporates secondary elements such as building overhangs, recessed windows and balconies. The primary colors for the exterior finishes are complementary and include a combination of neutral and earth tone colors. The residential and office portion of the Project appear distinct yet have complementary colors pallets and materials. Most of the building elevations include windows and wall openings that add to the open feel of the

buildings and ensure that pedestrians and the adjacent neighborhood are not surrounded by blank walls.

The Project is designed so that residential units wrap the perimeter of the proposed parking structures for each residential building and therefore reduce their visibility from the adjacent streets. There is also a portion of the parking structures that is being placed underground beneath the residential structure making it non-visible from the adjacent street. The office parking structure is located behind and to the side of the office building and has a landscaping buffer separating it from the public right of way and green screens at each level to ensure more aesthetically pleasing building elevations.

Commercial Component: The Project proposes 9,700 square feet of neighborhood serving commercial and retail space that will be provided at the ground floor attracting patrons and promoting walkability with high quality storefronts that provide first floor ceiling heights of 16 feet. In addition outdoor dining areas will be provided, activating the area at the southeast corner of the Project Site that includes frontage along Hollywood Way and Valhalla Drive.

Amenities and Open Space: The proposed pedestrian paseos will be provided within the Project site and create more accessible and useable open space for people to congregate and spread out throughout the Project Site. This private open space on the ground floor will allow for limited public access in the form of pedestrian walkways and a new bike path and has restricted vehicle access allowing for the safe travel of pedestrians and bicyclists throughout the Project. Some of the amenities available to the residents of the Project include pools, dog parks, and assembly and seating areas with landscaping.

Open Space and Landscaping: The Project proposes 134,675 square feet of both private and common open space which will provide recreation, space for trees that can help cool and clean the air, water infiltration, and scenic beauty. The Project will provide landscaping and approximately 240 trees on the Project site and additional trees in the public right-of-way. The applicant will provide shade trees, decorative and porous pavement, including grasscrete and drought tolerant landscaping that will be irrigated with recycled water within the Project and along the perimeter of the property. The resulting landscaping amenities will replace acres of blacktop with much needed shade and an aesthetically pleasing vegetation at a prominent corner in the heart of the Golden State area. Vehicle restricted pedestrian paseos will be provided that will include bike lanes and decorative and porous landscaping and hardscape for the enjoyment and use of future pedestrian and bicyclists travelling through and around the Project Site. These landscaped paseos will still allow for emergency fire access if necessary but will not allow other vehicles to pass through.

Loading Areas: A dedicated loading area is provided within the parking garage in Building 2 directly behind the commercial and retail spaces. This ensure that any loading required for the commercial uses will not occur on the street and provides the closest and direct path to serve the commercial uses.

Street, Bicycle and Pedestrian Improvements: As part of the Project several street improvements will be made such as widening of the sidewalk along the perimeter of the

project to 15'-0", providing a pedestrian cross walk with ADA updates at Vanowen St. and Hollywood Way, providing street trees along the perimeter of the Project site. In addition there will be a bike path provided through the Project site connecting from Valhalla Drive to Vanowen Street. In addition, the application will be providing new pedestrian connections through the project site. These amenities will help make to the immediate neighborhood more walkable, promoting physical activity, and linking this new neighborhood to the existing neighborhood.

Transit Oriented Design: The Project proposes a Transit Oriented Development (TOD) that includes a density that allows a mix of housing, retail, and commercial services near an existing Metrolink/Amtrak train station. The project proposes new amenities that allow walking and biking within the neighborhood to encourage healthier and non-sedentary lifestyles and reduce auto dependency, which translates to lower consumption of fossil fuels, less air pollution, and lower transportation expenses to individual households and the City as a whole.

Consistency with the Burbank2035 General Plan

The *Burbank2035* General Plan ("Burbank2035") land use designation for the Project Site is "Regional Commercial". The General Plan states that:

"The Regional Commercial land use designation provides for regional employment and shopping destinations that play an important role in the City's economy by serving both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The centers also play a key role in supporting the media industry and other sectors of the local economy. The large size and scale of buildings in regional commercial areas make them important, character-defining features in Burbank's Landscape.

The Regional Commercial land use designation is found in several large commercial centers throughout Burbank, including the Empire Center regional shopping and office center, Media Studios North office campus, Airport Marriott hotel and convention center, and Fry's Electronics on Hollywood Way. The Regional Commercial land use designation supports large-scale projects that would otherwise be challenging to build at other locations in the city". (Source: Burbank 2035 General Plan Land Use Element, Section Pg. 3-15.) This land use designation allows a maximum 1.25 FAR intensity and 58 dwelling units per acre with discretionary approval.

As stated by the Burbank2035 General Plan, the Regional Commercial land use designation is specifically designed to allow for major developments such as the one being proposed, as an anchor for not only the immediate neighborhood but to the surrounding communities. The amenities and size and type of housing provided will support the media industry and the local economy. The large size and scale of the project is appropriate at this location as mentioned in the General Plan because of the space that can be provided to build this Project where it would be very difficult to build in other locations throughout the City. The proposed Project is consistent with the following General Plan polices for projects located within the Regional Commercial land use designation:

Policy 11.1 Require that regional centers provide access to public transit. Transit facilities should be integrated within or located immediately adjacent to regional centers.

The Project is located within a half-mile of the Hollywood-Burbank Metrolink/Amtrak station, which provides ridership to many local and regional destinations. The Project is also located near the Hollywood Burbank Airport that provides service for state and national travel.

Policy 11.2 Ensure that pedestrian circulation is clear, safe, and direct within regional centers. Design regional commercial centers using a “park once” strategy to allow shoppers to visit all stores within the center without needing to move their car”

As part of the Project, the applicant is providing wider, tree-lined sidewalks around the perimeter of the Project Site to enhance the pedestrian circulation around the Project. Pedestrian paseos within the Project Site are also being provided that restrict vehicle access making them clear, safe and a direct pathways for pedestrians to move within the Project and to get to other adjacent areas.

Policy 11.3 Provide clear and direct pedestrian and bicycle access into regional commercial centers. Ensure safe access for pedestrians and bicycles.

The Project is providing a new bike path that will connect Vanowen Street with Valhalla Drive. This new bike path is unobstructed and does not allow for vehicle access, except for emergency vehicles. Two pedestrian paseos will be provided within the Project that allow for pedestrians to safely move within the Project allowing for unobstructed access where vehicle access is prohibited. The sidewalks surrounding the Project site will be reconstructed to a minimum width of 15 feet. These wider, tree-lined sidewalks will allow for improved accessibility around the site that promotes walkability and further separates pedestrians from the street and vehicular traffic making it safer to walk.

Policy 11.4 Ensure that site design, architecture, and landscaping for regional commercial projects are high quality and fit the projects prominent role in the community.

The Project is subject to the City's Development Review (DR) process. As part of this review process, the City looks at the architecture of the building and the compatibility of the proposed Project with the surrounding neighborhood. As a result of this review and staff feedback, the applicant has adjusted the layout and finishes of the exterior of the building to provide a more aesthetically pleasing façade. One of the major changes that resulted in this change is having the residential component wrap around the parking garages to make them less visible from the public right of ways. Landscaping has been implemented throughout the Project, which caters to the residential component by providing open space and an area for public gathering and recreational activities. All of these features ensure that the Project fits the role of a prominent node that will provide services to the surrounding communities as well as provide new housing opportunities within a major employment center of the City that has access to a wide range of public transit facilities.

Policy 11.5 Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan.

The proposed Project is subject to the Development Review (DR) entitlement as well as a Conditional Use Permit application (CUP). Through the DR application, the overall design and layout of the Project has been developed to take into consideration public comments that were received. The Project was reviewed to ensure that high-quality materials were used as well as ensuring landscaping was provided throughout the site.

Through the CUP process, the proposed mixed-use project is subject to discretionary review by the Planning Board. The CUP review allows the Board and the public to consider a Transit Oriented Development of this type and review all aspects of the Project including the proposed housing, parking, architecture, landscaping, economic impact, noise, safety and ensure its compliance with applicable development standards under the City's zoning regulations, the Burbank2035 General Plan and compatibility with the surrounding land uses including the existing neighborhood located south of the Project Site.

As part of the City's review of the Project, the applicant consulted with the Federal Aviation Administration (FAA) and the Los Angeles County Airport Land Use Committee. Both federal and county agencies reviewed the Project individually and concluded that through minor mitigations incorporated into the Project's design that the Project as proposed will not result in any potential safety or noise impacts. (Exhibit E)

Exhibit F provides a more comprehensive list of the Project's consistency with applicable Burbank2035 General Plan goals and policies.

Floor Area Ratio & Density: The General Plan establishes the maximum Floor Area Ratio (FAR) that can be built on this parcel. BMC Section 10-1-714.5 establishes the maximum allowable density which is determined by the General Plan Land Use Designation. The General Plan Regional Commercial Land Use Designation allows for a maximum total density of 58 units per acre and a total FAR of 1.25. The General Plan FAR calculation only includes non-residential floor area. The Regional Commercial Land Use Designation allows for the applicant to build up to 567,857 square feet of non-residential floor area and allows for a density of 604.9 units. The Project is proposing to build up to 161,500 square feet of non-residential floor area and is proposing a total of 862 units. The applicant is invoking the use of State and Local Density Bonus laws which permits them to build at a greater density. Further discussion of the Density Bonus request is provided later in the report. Since the applicant is proposing to allocate a total of 13% of the base density units as Very Low Income units, the applicant can build an additional 257 units.

Regional Housing Needs Allocation (RHNA): The State of California has determined that availability of housing is an issue of statewide concern. To this end, the State has enacted housing regulations inclusive of State Density Bonus Law and Senate Bill (SB)

330 that seek to facilitate the development of housing. Furthermore, the State-mandated update to the City of Burbank General Plan Housing Element for the 6th planning cycle (2021-2029) includes a Regional Housing Needs Assessment (RHNA) allocation. The local RHNA allocation requires the City to establish goals, policies, and programs that facilitate the development of up to 8,772 new units (at various levels of affordability) by 2029 to meet the City's fair share of housing production to address the state housing shortage. The development of the proposed Project with 862 new units including 80 affordable units for eligible very low income households will produce affordable and market rate housing units that help to the City meet its RHNA allocation. In addition, the Project will create new housing opportunities within in a major employment center (i.e., The Golden State Area) and in close proximity to major transit facilities that include bus stops, railways transit facilities and an airport.

Consistency with Zoning Regulations and Waivers

The Project Site is currently zoned Commercial General Business (C-3). The Project Site will not be re-zoned as part of this Project and the underlying C-3 zoning will remain. Burbank Municipal Code (BMC) Section 10-1-501 identifies residential uses above a commercial use as a conditionally permitted use subject to review and approval of a CUP. A majority of the residential component of this mixed-use Project is being built above the ground floor commercial spaces along Hollywood Way, Vanowen and Valhalla, this layout allows for the residential units to be proposed at the Project site subject to the review and approval of a CUP.

The Project complies with development standards noted in the BMC unless deviations are otherwise permitted through waiver request sought under local and State density bonus law as allowed under BMC Section 10-1-634 et. seq. and California Government Sections 65915. More specifically, the Project complies with the C-3 development standards related to: all required front yards, side setbacks for the office component, 50% landscaping required of required front and side yards, 36-inch box tree installation throughout the project site, the provisions for retail structures including commercial design standards, the requirements for arts in public places, parking lot facilitate design and location requirements and all other applicable standards as identified in Articles 11 through 16 of Chapter 1 (Zoning) of Title 10 (Zoning Regulations).

Mixed-Use/ Residential Buildings Density Bonus Waivers: Through the Density Bonus Law, the applicant can request incentives, concessions, and/or waivers to deviate from the City's development standards to facilitate to the building of housing units permitted under State and local density bonus law. The Project applicant has requested the following waivers from the BMC:

- 1) C-3 Height Standards: The C-3 standards require a height no greater than 85ft. to the top of the roof.

The Project is proposing a residential building height at 94'-0". To accommodate the permitted number of residential units as allowed under local and State density bonus law, the overall building height must be increased, which provides the necessary building envelope to accommodate the number of market and affordable units at the proposed sites. The height increase is necessary as the

areas available within the permitted development building envelope to accommodate the housing units are further constrained by needing to provide the supporting amenities, which include public and private open space, and required parking facilities and City-requested dedications for widened sidewalks and internal circulation for emergency vehicle and passenger vehicle ingress and egress. Therefore, it is staff's assessment that this waiver request is warranted.

- 2) C-3 Setbacks: The BMC requires structures in the C-3 zone shall back at least five (5) feet from the front lot line or 20 percent of the building height, whichever is greater. Above-grade parking structures shall be set back from the front lot line at least five (5) feet or 20 percent of building height, whichever is greater. These standards would require the 94'-0" high residential building to provide an 18' – 9" front setback and the 60'-0" high parking structure under the residential building to provide a 12' – 0" front setback. The residential and residential parking portion of the Project is providing a 5'-0" setback from the front lot line.

Based on the proposed Tentative Parcel Map, the two residential lots would have front setbacks facing onto Hollywood Way. The Project applicant is seeking a waiver from the front setback for both residential lots and proposed mixed-use buildings fronting onto Hollywood Way to provide the necessary building envelope to accommodate the allowable number of units under local and State density bonus law, and to make the required street width dedication and satisfy the required dimensions of internal driveways and travel lanes for residential, commercial, and emergency vehicle ingress and egress from the Project site. Therefore, it is staff's assessment that this waiver request is warranted.

- 3) C-3 Residential Location Requirement: The BMC allows for residential units to be built on top of a commercial use within the C-3 zone, subject to the review and approval of a CUP. The Project applicant has requested a deviation from this requirement to accommodate ground floor live-work units along Vanowen Street as this area would already be physically constrained as a result of building dedications, building area for required on-site parking and the necessary vehicle travel lanes for residential, commercial, and emergency vehicle ingress and egress.

The commercial units along Hollywood Way will have residential units built on top of them while the majority of the residential square footage throughout the lot will not be built on top of any commercial buildings. Therefore, it is staff's assessment that this waiver request is warranted.

Off-Street Parking: As a Density Bonus Project and Transit Oriented Development (TOD), there is a minimum and maximum range of parking that can be considered. A transportation study was prepared for this Project using the methodology of Vehicle Miles Traveled (VMT) to study the potential impact that the Project would have on traffic and congestion. Under the VMT analysis and as a TOD, the Project cannot provide more parking stalls than what would otherwise be required by the BMC under the premise that surplus parking induces additional vehicle trips. TOD projects benefit from their proximity and access to transit, which encourage ridership while also decreasing the need for

personal vehicles as the primary mode of transportation. The Transportation Study is included in the Final SCEA (EXHIBIT C) as Attachment A.

The maximum number of parking that can be provided is determined by the BMC including any allowable parking rates provided for under applicable State and local density bonus law. In this case, the Project is zoned C-3 and the City applied the multifamily residential development standards to evaluate the Project's required parking maximums as noted in BMC Section 10-1-628. The following Table 1 provides a detailed summary of this analysis, which identifies a maximum of 1,686 stalls for the project.

Table 1			
Maximum Required Residential Parking			
UNIT TYPE	QTY	#/UNIT	# OF SPACES
Studio (0BD/1BA) (500 sf or less)	156	1.25	195
Studio (0BD/1BA) (Greater than 500 sf)	182	1.75	318.50
1BDRM (1BD/1BA)	365	1.75	638.75
2BDRM (2BD/2BA)	133	2.00	266
3BDRM (3BD/2BA)	26	2.00	52
GUEST	862	.25	215.5
TOTAL:			1,686

Under State and local density bonus law (Exhibit G) the required number of off-street parking spaces for a residential development of this type is allowed to be reduced. Applicable density bonus law states the following as it relates to required on-site parking:

“(2)(A) Notwithstanding paragraph (1), if a development includes at least 20 percent low-income units for housing developments meeting the criteria of subparagraph (A) of paragraph (1) of subdivision (b) or at least 11 percent very low income units for housing developments meeting the criteria of subparagraph (B) of paragraph (1) of subdivision (b), is located within one-half mile of a major transit stop, and the residents of the development have unobstructed access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of parking for persons with a disability and guests, that exceeds 0.5 spaces per unit”.

The Project is providing a total of 13% Very Low-Income units, which provides for the reduction of the required off-street parking spaces to a total of 431 stalls. Density Bonus Law does not require that guest spaces are provided as part of the Project. These 431 parking stalls allowed under State Density Bonus Law were identified as the minimum number of parking spaces allowed for the Project. Table 2 below provides a detailed breakdown of required parking spaces based on proposed housing unit types (i.e., studio, bedroom, 2 bedroom, and 3 bedroom units):

Table 2

Minimum Required Parking			
UNIT TYPE	QTY	#/UNIT	# OF SPACES
Studio (0BD/1BA) (500 sf or less)	156	.5	78
Studio (0BD/1BA) (Greater than 500 sf)	182	.5	91
1BDRM (1BD/1BA)	365	.5	182.5
2BDRM (2BD/2BA)	133	.5	66.5
3BDRM (3BD/2BA)	26	.5	13
TOTAL:			431

In a TOD Project such as this one, it is presumed that less parking can be provided due to the proximity to public transit. The Project complies with the required number of on-site parking as allowed by State and local density bonus law. The applicant is proposing to stay within the range of minimum (431 stalls) and maximum (1,686 stalls) required parking by providing 1,125 stalls for the residential component of the Project. The Table 3 below provides a breakdown of the parking stalls being provided in compliance with applicable parking regulations pursuant to the City's zoning regulations and State and local density bonus law:

Table 3 Proposed Residential Parking Provided			
UNIT TYPE/USE	QTY	#/UNIT	# OF SPACES
Studio (0BD/1BA) (500 sf or less)	156	.5	78
Studio (0BD/1BA) (Greater than 500 sf)	182	.5	91
1BDRM (1BD/1BA)	365	.5	182.5
2BDRM (2BD/2BA)	133	.5	66.5
3BDRM (3BD/2BA)	26	.5	13
Additional Parking Provided (Not Required)	694	N/A	694
TOTAL:			1,125

It is important to note that the proposed office and retail uses are being parked on-site at the required number of parking spaces applicable for an office and retail uses within the C-3 zone (BMC Section 10-1-1408). The proposed project will provide 487 off-street parking spaces.

Table 4 Proposed Residential Parking Provided			
UNIT TYPE/USE	QTY	Rate	# OF SPACES
Retail/Commercial	9,700	3.3 per 1,000	32
Office	151,800	3.0 per 1,000	455
Total	161,500		487

Master Sign Program: As part of the conditions to the Project, the applicant is required to provide the City with a Master Sign Program approved by the Community Development

Director. This Program will ensure future signs are designed to meet the City's zoning standards.

Lighting: Through the conditions placed on the Project, the lighting provided on sight will be in conformance with the FAA regulations and will not include any lighting that would cause a disturbance or nuisance to nearby flight paths.

Arts in Public Places: The applicant needs to comply BMC section 10-1-1114, Arts in Public Places either by paying the in-lieu fee or installing an art piece or a combination thereof.

Density Bonus and Waivers under Assembly Bill 2345

In 2020 the State adopted Assembly Bill 2345 (AB 2345) (California Government Code Section 65915), which updated State Density Bonus Law. The City has adopted State Density Bonus law by reference as its local density bonus regulations as noted in City Burbank Municipal Code Section 10-1-643. This legislative update to density bonus law allowed certain projects to request up to a fifty-percent (50%) density bonus when they meet certain criteria including providing a certain number of affordable housing units for various income categories. Under State Density Bonus law, applicants that provide the required number of affordable housing units are eligible for up to a 50% density bonus increase, and are entitled to certain incentives, concessions, and/or waivers to allow deviation from a city's development standards. The requested incentive, concession, and/or waivers are intended to eliminate potential constraints that limit the ability for the applicant to build the number of housing units allowed under applicable density bonus law.

Pursuant to State law, this project has requested approval of a density bonus increase of up to 42.5% above the Project sites allowable base density and the waiver of development standards for building height, location of units, and setback that would otherwise apply to the Project in the C-3 (Commercial General Business) zone. Under the Burbank Municipal Code (BMC) the Project would be permitted to construct 604 residential units. Per Density Bonus Law, the applicant is able to request a density bonus increase of 42.5% calculated from a base density rounded up to 605 units resulting in the proposed 862 total units.

The density bonus requested requires that a certain percentage of affordable units are provided as part of the Project in order to be granted an increase of the base number of units. This project has chosen to provide 80 Very Low Income units, which equates to 13.2% of the total number of base units allowed by the BMC. Providing 13.2% of affordable units to the Project entitles the applicant to a base density allowance of 42.5%, which results in 258 additional housing units. When combining the base density units allowed per the BMC (604 units) and the Density Bonus (258) the total number of units permitted is 862 units; of these 862 units, 80 units will be set aside for Very Low-Income and 782 units will be market rate.

BMC Section 10-1-635 requires the City to grant a Density Bonus request for all housing development projects of five (5) or more units. BMC Section 10-1-646 also states that the inclusionary unit requirement can be reduced at a credit of 1.25 units for every one (1) unit if Very Low Income rental units are provided. Through initial implementation, the BMC

provides an inclusionary requirement of 5% of base density as Very Low Income units and 10% of base density as Low Income units. This would require 31 Very Low Income units (5% of 605= 31 units) and 61 Low Income Units (10% of 605= 61 units).

As part of the Project proposal, the proposed development must also comply with the City's Inclusionary Housing Ordinance as noted BMC Section 10-1-644 through 10-1-653. These regulations require that housing projects proposing rental units must dedicate 15% of the proposed units as affordable dwellings with 5% of the units affordable to eligible Very Low-Income households and the remaining 10% of the units being restricted for rent to eligible Low-Income households. Pursuant to City's inclusionary housing regulations (BMC Section 10-1-646), project can reduce the number of Low-Income units that must be provided by a factor of 1.25 units for each additional Very Low-Income unit that is proposed. Under this provision, all of the Low-Income units that would otherwise be required are allowed to be offset by providing 49 additional Very Low-Income Units. By implementing this provision through the BMC, the Project would comply with the inclusionary requirements by providing 80 Very Low Income units.

SB 330 Request

In addition to the Density Bonus request, the applicant submitted a request for an SB 330 streamlined review of the project (Exhibit H). As previously noted, SB 330 is one of the State legislative bills that was enacted in 2019 that aims to increase housing production and streamline review time for housing projects. SB 330 was approved as part of The Housing Crisis Act of 2019 (Chapter 654, Statutes of 2019 (SB 330)) strengthens protections for housing development projects under the Housing Accountability Act (HAA), Planning and Zoning Law, and the Permit Streamlining Act.

Among other provisions, to increase transparency and certainty early in the development application process, SB 330 allows a housing developer the option of submitting a "preliminary application" for any housing development project. Submittal of a preliminary application allows a developer to provide a specific subset of information on the proposed housing development before providing the complete information required by the local government. Upon submittal of an application and a payment of the permit processing fee, a housing developer is allowed to "freeze" the applicable standards to their project early while they assemble the rest of the material necessary for a full application submittal. This ensures development requirements do not change during this time, avoiding costs to a project due to potential redesigns due to changing local standards. Furthermore, an application processed under SB 330 limits the City review and consideration for approval to ensuring that the project complies with all objective development standards and land use requirements as noted in the City's Zoning Ordinance and General Plan, respectively.

SB 330 defines a "housing development" as all residential; a mixed-use project with at least two-thirds of the square-footage residential; or for transitional or supportive housing.

Government Code §65905.5(a) states that if a proposed housing development project complies with the applicable, objective general plan and zoning standards in affect at the

time an application is deemed complete, then the city shall not conduct more than five (5) hearings in connection with the approval of that housing development project. This includes all public hearings in connection with the approval of the housing development project and any continuances of such public hearings. The city must consider and either approve or disapprove the project at any of the five hearings consistent with applicable timelines under the Permit Streamlining Act (Chapter 4.5 (commencing with §65920)). Per the statute, “Objective design standard” means a design standard that involve no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.

The Planning Board’s public hearing on this item on September 27, 2021 to consider the Project entitlements and associated environmental assessment that is included herein complies with the applicable provisions of State law under SB 330 related to allowed public hearings on the Project.

It is important to note that SB 330 does not supersede, limit, or otherwise modify the requirements of, or the standards of review related to the Project’s environmental assessment as required under the California Environmental Quality Act (CEQA). Hence, a Sustainable Communities Environmental Assessment or “SCEA” was prepared for the Project. Pursuant to Government Code section 65950, a local government must make a final decision on a residential project within 60 days after adoption of the SCEA.

Housing Accountability Act Analysis: The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:

1. The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and
2. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.

It is staff’s assessment that the Project as proposed and subject to the requested waivers as allowed under State and local density bonus law, complies with applicable, objective general plan and zoning standards, including permitted height, density, and FAR, and minimum setbacks, useable open space, and number of parking spaces. Thus, section (j) of the Housing Accountability Act applies. Furthermore, staff recommends that the Planning Board adopt the SCEA and associated Mitigation Monitoring and Report Program which finds that the Project with the associated project design features and mitigations measures as noted in the SCEA and include in the MMRP will ensure that the Project will not have a significant adverse impact on the environment. Staff is not aware of any basis to make the findings listed above.

Tentative Parcel Map

The applicant is proposing a Tentative Parcel Map to subdivide the site into three (3) lots. Both residential buildings and the office building will be developed on separate lots. Prior to approval of the final map the City will need to review and approve any required Code, Covenants, and Restrictions (CC&Rs). Staff has reviewed the Project and determined that it complies under the requirements of the Subdivision Map Act, including the applicable provisions of BMC Chapter 11. The Project has met the required findings as noted in the following Sections of this report titled "Findings for a Tentative Parcel Map No. 083410" and as noted in the attached Planning Board Resolution included as Exhibit B.

Sustainable Communities Environmental Assessment

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

Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas (GHG) emission reduction targets established by CARB.

Per State Law Transit Priority Project (TPP) is a project that meets the following criteria:

- Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 units per acre; and
- Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

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

emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035.

On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTP/SCS and determined that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and, thus, met the criteria to be a sustainable communities strategy. The 2016 RTP/SCS was last amended in September 2018, to reflect CARB's revised long-range GHG emissions reduction target of 19 percent below 2005 per capita emissions levels by 2035.

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

The Draft SCEA has been prepared in accordance with State of California Environmental Quality Act (CEQA) Guidelines, as amended to date. Specifically, the SCEA evaluates the environmental effects that could result from implementation of the Project. The SCEA assesses potential impacts related to the following environmental topics:

Air Quality and Green House Gases	Geotechnical Investigation
Construction Health Risk Assessment	Paleontological Resources
Airport and Railway	Phase 1
Tree Inventory	Phase 2
Historic Resources	Hydrology and Water Quality
Archeological Resources	Noise and Vibration
Energy Calculations	Public Services
Transportation Study	Sewer Capacity Analysis
Utility infrastructure	Water Supply

The following section identifies key topic areas analyzed in the SCEA and resulting mitigation measures and project design features that will be incorporated into the project, which reduce any potential impacts to the environment to less than significant levels as required pursuant to CEQA. The mitigation measures are identified in the SCEA that will

reduce the impacts of the Project to a less than significant level and are listed in the Mitigation Monitoring and Reporting Plan (MMRP) is included as Attachment 2 in Exhibit A.

Noise: As part of the analysis that was done, it was determined that the noise resulting from Vehicle Traffic along Hollywood Way would have the greatest impact to the future tenants on-site. For this reason the residential balconies facing Hollywood Way will be equipped with a solid balcony wall no less than 4 ft. in height to mitigate any noise generated from vehicles. Additionally, windows with enhanced sound attenuating properties will be provided throughout the Project to reduce any other noises that may result from the railroad or train station. These windows will be sealed and a central AC system will be provided to ensure they are utilized to their highest capacity.

Hazardous Materials: A vapor barrier system will be placed below Building 1 on the northeast portion of the Project site. This vapor barrier system will ensure that any hazardous elements below this portion of the lot does not penetrate the building above. A vapor mitigation system will be provided to draw out any hazardous materials and will be treated before being exposed outdoors.

Air Quality and Traffic: Providing a Project that is adjacent to mass transit encourages future tenants to utilize this transportation and drive less which improves the overall air quality and greenhouse gasses emitted by the site. Utilization of the public transit also reduces vehicle traffic. The pedestrian friendly design of the Project also encourages future residents to walk to nearby commercial uses, and improves access to the Metrolink/Amtrak train station, and creates opportunity to bike to nearby amenities, which will further reduce vehicle traffic and improves the air quality.

Utilities: As part of this Project, the applicant will be undergrounding existing overhead utility lines which results in upgraded infrastructure and creates a safer, and more aesthetically pleasing utility system. The applicant will also construct project related improvements to the sewer system to ensure that the expected demand for the Project will be met. The developer will pay all costs associated with the improvements.

Transportation Study: Included as part of the preparation of the SCEA, a Transportation Study was completed by Gibson Transportation Consulting, Inc. to assess any potential project impacts (Attachment A of EXHIBIT C). The analysis evaluated the parking requirement reduction allowed through State Density Bonus Law (AB 2345) as well the proximity of the Project's location to a major transportation hub as a TOD Project. The study ultimately concluded that the Project would not have a significant impact as it related to potential vehicle miles traveled resulting from the Project's implementation due to its proximity to transit. The analysis concluded that less miles will be traveled to and from the Project site and other locations because of the amenities, jobs and transportation options readily available in close proximity.

PUBLIC INPUT

Notice of Intent

A Notice of Intent (NOI) of the SCEA was distributed for a 30-day agency and public review period starting on July 9, 2021 and ending on August 9, 2021. Comments received on the Project and SCEA are included in (Exhibit I) to this report. The City responses that address the received comments are also noted in Exhibit C.

Public Comments

Public Notice for the Planning Board hearing was provided as required by law. The public notice was mailed out property owners and occupants within a 1,000-foot radius of the Project Site, it was published in the local newspaper, and posted on-site. Public comment received during the preparation of this report are included as Exhibit K. Any comments received thereafter will be provided to the Planning Board at the Noticed Public Hearing.

Department Comments

The Project's standard requirements for development provided by the various City departments are included as Conditions of Approval (Attachment 1 to Exhibit B) in the proposed Resolution (Exhibit B) prepared by staff recommending approval of the Project entitlement requests.

FINDINGS

Based on the proposed Project scope and staff's review of the proposed development, it is City planning staff's assessment that Project meets all of the following required findings:

1. Findings for a Density Bonus Request:

The Project conforms with the requirements of a density bonus project subject to local and State Density Bonus law as outlined in Burbank Municipal Code Section 10-1-634 and California Government Code Section 65915, respectively.

The Project is located on a 10.43 acre site in the C-3 (Commercial General Business), which allows for residential units to be built on top of a commercial use through the approval of a CUP request. The General Plan Land Use designation for this parcel is Regional Commercial that allows for a density of 58 units per acre. BMC Section 10-1-643 notes the automatic incorporation by reference of future amendments to the State Density Bonus Law and a result of local density bonus regulations ongoing consistency with similar State law. State and local density bonus law allow for a density of up to 50% of the base units subject to providing the applicable number of affordable units within a project. The applicant has applied for a 42.5% density bonus increase, which allows for a by-right increase of 258 additional units above the base density resulting in a project with a total of 862 units. This number of units is consistent with the requirements under the BMC and State Density Bonus Law including the 50% increase permitted in the most recent update to State law under AB 2345 (California Government Code Section 65915).

2. Findings Granting Density Bonus Request:

The Project conforms with the requirements outlined in Burbank Municipal Code Section 10-1-634 et. seq. and California Government Code Section 65915

In accordance with BMC Section 10-1-634 et. seq. and California Government Code Sections 65915, the proposed Project is requesting waivers from the City's development standards that would facilitate the Density Bonus request. The Project is requesting the following development standard waivers from the BMC:

- a) C-3 Height Standards: The C-3 standards require an overall building height no greater than 85 ft. ft. to the top of the roof.

The Project is proposing a residential building height at 94'-0". To accommodate the permitted number of residential units as allowed under local and State density bonus law, the overall building height must be increased to provide the necessary building envelope to accommodate the number of market and affordable units at the proposed sizes. The height increase is necessary as the areas available within the permitted development building envelope to accommodate the housing units are further constrained by needing to provide the supporting amenities, which include public and private open space, and required parking facilities and City-requested dedications for widened sidewalks and internal circulation for emergency vehicle and passenger vehicle ingress and egress. Therefore, it is staff's assessment that this waiver request is warranted.

- b) C-3 Setbacks: The BMC requires that proposed structure in the C-3 zone shall be set back at least five (5) feet from the front lot line or 20 percent of the building height, whichever is greater. Above-grade parking structures shall be set back from the front lot line at least five (5) feet or 20 percent of building height, whichever is greater. These standards would require the 94' -0" high residential building to provide an 18' – 9" front setback and the 60'-0" high parking structure under the residential building to provide a 12' – 0" front setback. The residential and residential parking portion of the Project is providing a 5'-0" setback from the front lot line.

Based on the proposed Tentative Parcel Map, the two residential lots would have front setbacks facing onto Hollywood Way. The Project applicant is seeking a waiver from the front setback for both residential lots and proposed mixed-use buildings fronting onto Hollywood Way to provide the necessary building envelope to accommodate the allowable number of units under local and State density bonus law as the required street width with dedication and required dimensions of internal driveways and travel lanes for residential, commercial, and emergency vehicle ingress and egress from the Project site. Therefore, it is staff's assessment that this waiver request is warranted.

- c) C-3 Residential Location Requirement: The BMC allows for residential units to be built on top of a commercial use within the C-3 zone, subject to the review and approval of a CUP. The Project applicant has requested a deviation from this requirement to accommodate ground floor live-work units along Vanowen Street as this area would already be physically constrained as a result of right-of-way dedications, building area for required on-site parking and the necessary vehicle travel lanes for residential, commercial, and emergency vehicle ingress and egress.

The commercial units along Hollywood Way will have residential units built on top of them while the majority of the residential square footage throughout the lot will not be built on top of any commercial buildings. Therefore, it is staff's assessment that this waiver request is warranted.

The requested waivers are required to be allowed for the Project to provide affordable housing if implementation of the required development standards would otherwise physically preclude the development of the housing units allowed under State and local density bonus law. As previously identified, BMC Sections 10-1-634, 10-1-643 and California Government Code Sections 65915 Density Bonus Law – if a development standard has the effect of physically precluding the construction of a project that is providing affordable housing, a developer can request a waiver, concession and/or incentive from that development standard. Municipalities must grant the waiver, concession or incentive requested unless the municipality determines that the granting of the waiver would result in adverse public health, safety or environmental impacts, harm historical property, or be contrary to State or Federal law.

The Project is requesting the previously noted waivers in order to physically accommodate the additional affordable units. Without the waivers the Project site would not be able to physically accommodate the allowable units under applicable State and local density bonus law. Additionally, the granting of the requested waivers would not result in:

- A specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5 which is defined as “a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. The following shall not constitute a specific, adverse impact upon the public health or safety:
 - (A) Inconsistency with the zoning ordinance or general plan land use designation.
 - (B) The eligibility to claim a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code.”

None of the waiver requests will result in an unavoidable impact based upon public health or safety standard. All of the components of the development have been reviewed by the appropriate City departments for health and safety compliance.

In compliance with State or Federal Law, the proposed Project is for a mixed use, multifamily development that is consistent with City policies and regulations for similar zoned C-3 (Commercial General Business) property. The Project is consistent with State policies and regulations for housing developments that include density bonus requests, including Project consistency with The Housing Accountability Act, and has been reviewed in

accordance with a Sustainable Communities Environmental Assessment (SCEA) pursuant to CEQA. The Project is in compliance with the applicable State and Federal laws and therefore no impact would occur in this regard.

- An adverse impact on any real property that is listed in the California Register of Historical Resources.

There are no existing buildings on site that are listed in the California Register of Historical Resources. The existing building on site was reviewed as part of a Historical Resource Assessment (HRA) through the SCEA. The HRA did not identify the existing building to have any historical significance and therefore is not eligible to be placed on the California Register of Historical Resources.

3. Findings for a Development Review Application

- A. *Except for those Development Review applications which require additional findings as set forth herein, a Development Review application shall be approved if the Director, or if appealed, the Planning Board or City Council, finds that the application/project is consistent with all provisions of this Code. Any application not meeting code may be approved with conditions that assure code compliance.*

The Project has been reviewed under the requirements noted in BMC Section 10-1-1908 through 10-1-1915. A publicly noticed community meeting was held on June 10, 2021. At this community meeting the Project applicant and architect presented the Project and staff and the applicant and architect fielded questions and provided responses regarding the proposed Project. Many of the public comments concerning the design of the Project were responded to at the meeting. Design elements that sought to address public comments such as landscaping, high quality façade treatments, pedestrian pathways, wider sidewalks, outdoor amenities, parking and overall site-layout were implemented as project design features as part of the Development Review process.

The Project complies with all other development standards noted in the BMC unless deviations are otherwise permitted through waiver request sought under local and State density bonus law as allowed under BMC Section 10-1-634 et. seq. and California Government Sections 65915. More specifically, the Project complies with the C-3 development standards related to: all required front yards, side setbacks for the office component, 50% landscaping required of required front and side yards, 36-inch box tree installation throughout the project site, the provisions for retail structures including commercial design standards, the requirements for arts in public places, parking lot facilitate design and location requirements and all other applicable standards as identified in Articles 11 through 16 of Chapter 1 (Zoning) of Title 10 (Zoning Regulations).

4. Findings for a Conditional Use Permit Application

- A. *The use applied for at the location set forth in the application is properly one for which a Conditional Use Permit is authorized by this chapter.*

The Project site is located within the C-3 (Commercial General Business) zone. Pursuant BMC Section 10-1-502, the C-3 zone permits residential above a commercial use through the approval of a Conditional Use Permit (CUP) request. Through the review of a CUP, it was determined that the Project, which is a mixed-use, transit oriented development is in conformance with development standards noted in the BMC, unless modified under the allowed waiver requests as noted in local and State density bonus law as noted in BMC 10-1-634 et. seq. and California Government Section 65915.

- B. *The use is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located.*

The Project site is currently a vacant former retail building, most recently operated as a Fry's Electronics store and parking lot and, therefore, there is no impact to any existing onsite uses. The proposed mixed-use project includes office, commercial and retail uses that are all permitted by-right under the BMC. As a commercially zoned property, these are appropriate uses for the site and will not be detrimental to any existing uses or uses specifically permitted in the zone. Residential units are being proposed as part of the mixed-use Project, which is a conditionally permitted use in underlying C-3 zone. The Project is being designed in a way that helps foster the development of an expanded neighborhood on an underutilized property in proximity to public transit facilities. The Project will provide amenities and public improvements that benefit not only future residents, employees, and visitors of the Project site, but will also result in redevelopment of public infrastructure and enhanced right of ways that benefit the surrounding uses and residents. The Project is being designed in a cohesive manner that ensures the commercial, residential and office uses work together to provide a point of interest that promotes walkability, creates jobs and housing opportunities. All of these uses complement each other.

The Sustainable Communities Environmental Assessment (SCEA) prepared as the environmental assessment for the Project determined that the proposed land uses would not result in significant adverse environmental impacts affecting the site and surrounding land uses subject to the implementation of the proposed mitigation measures as noted in SCEA and included in the Project's Mitigation Monitoring and Reporting Program (MMRP). Therefore, the Project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the application was deemed complete, and the SCEA and MMRP support the conclusion that the Project will not result in a specific, adverse impact upon the public health or safety.

- C. *The use will be compatible with other uses on the same lot, and in the general area in which the use is proposed to be located.*

The Project site currently contains a vacant building that will be demolished to accommodate the proposed mixed-use, transit-oriented development. The Project proposes three primary uses, which include new office space, ground floor commercial/retail space and 862 new residential units. All of these proposed uses on the Project site create a unique opportunity to create a mix of residential and commercial land uses that are complementary to the surrounding land uses, including the adjacent residential neighborhood. Each of these uses can potentially rely on the other to create a mixed-use project that ensures the long-term economic viability of the Project site consistent with the purpose and intent of the underlying C-3 zone and the goals and policies of the applicable Regional Commercial General Plan land use designation. The resulting new employment and housing opportunities at the Project site also help to bolster the area as a major employment center with viable new options for housing adjacent to new jobs and public transit. Furthermore, the project includes project design features, conditions of approval, and mitigation measures that result in traffic calming measures that discourage cut-through traffic, reduce vehicle speed, and limit potential overflow parking onto neighborhood streets within the Magnolia Park neighborhood protection area that includes the Project site, which is consistent with the City's Burbank2035 General Plan strategy as noted in the Mobility Element's Neighborhood Protection Programs.

- D. *The site for the proposed use is adequate in size and shape to accommodate the use and all of the yards, setbacks, walls, fences, landscaping and other features required to adjust the use to the existing or future uses permitted in the neighborhood.*

The applicant has requested a waiver from certain development standards such as ground floor residential, setbacks, height and open space pursuant to local and State Density Bonus law (Government Sections 65915). Waivers from these development standards allows the applicant to develop 862 dwelling units on the Project Site that include new market rate housing units as well as 80 new rental units set aside for eligible Very Low-Income households. These affordable units would be deed restricted for a minimum of 55 years. Per local and State density bonus law, the requested waivers from these development standards is permitted and reduces requirements that would otherwise physically preclude the development of permitted housing units, including affordable units as allowed under State law. All other applicable development standards outlined in the C-3 are being met by the Project.

The proposed Project site is 10.43 acres in size (454,286 sf.) and contains a vacant building (former Fry's Electronics store) that will be demolished, providing a vacant lot for the construction of the proposed mixed-use, transit-oriented project. The Project is consistent with the City's zoning regulations, the Burbank2035 General Plan, local and State Density Bonus law, as well as the requirements for an SB 330 project under The Housing Accountability Act. The Project will allow for the creation of up to 151,800 sf. of office space, 9,700 sf. of retail and commercial space and 644,151 sf. of residential square footage that can be accommodated on the existing 10.43-acre site, subject to the requested waivers under local and State Density Bonus Law. Approximately 8,636 sf. of common open space will be provided as part of the Project. Landscaping features such as grasscrete and other decorative

hardscape and the introduction of shade trees and drought tolerant, decorative landscaping will be planted within the Project site as well as in the public right-of-way.

- E. *The site for the proposed use relates to streets and highways properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use.*

The Project's proposed physical improvements to the site, which include the introduction of new paseos and ground floor open space areas between the residential buildings, will create areas for residents and visitors to lounge while also allowing for the safe passage of pedestrians throughout the Project Site. These improvements and the creation of new bike and pedestrian pathways will promote improved walkability and enhanced access to public streets and the nearby Metrolink Station. Furthermore, the new bike facilities will allow connectivity of other existing bike paths in the area to and from the site and also promote access and use of alternative modes of transportation, which have the potential to reduce potential vehicle traffic to the site and the surrounding area. The new driveways were designed in a way that provide an appropriate distance from any intersections to reduce potential vehicle queuing. Multiple entry and exist points have been provided around the site to allow for safe ingress and egress of vehicles. In addition to Valhalla Drive and Vanowen Street that border the Project site, the development will be accessed from Hollywood Way. All three streets have been determined to have sufficient capacity to accommodate the projected traffic from the propose development.

This Project is considered a Transit Oriented Development (TOD) as well as a Transit Priority Project (TPP) pursuant to SB 375 (The Sustainable Communities and Climate Protection Act of 2008). The Project meets all the criteria for approval under the Public Resources Code Section 21155 including: consistency with the City's General Plan land use designation, permitted density under local and State density bonus law, and building intensity as provided for in the General Plan and zoning regulations; consistency with applicable policies specified for the project area in the SCAG 2016-2040 RTP/SCS and 2020-2045 RTP/SCS as noted in the SCEA prepared for the project; contains at least 50 percent residential use, based on total building square footages; provides a minimum net density of at least 20 units per acre; and the Project site is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

The proposed Project is located within a half mile of a major transit center (Metrolink/Amtrak) and the proposed mix of commercial and residential uses with transit supportive amenities. Subject to the approval of the density bonus request and waivers, the Project complies with all zoning regulations, as well as the allowable density and intensity for the Project site, which has a Regional Commercial, General Plan land use designation.

In addition, the traffic analysis undertaken for the Project concluded that the proposed development will not have a significant impact to the surrounding area

since it is a TOD project that provides access to alternative transportation modes to the single vehicle occupancy and a mix of compatible residential and commercial uses, which facilitates the placement of housing near employment centers. The Project also provides other amenities that allow people to work and enjoy recreation opportunities on the same site. Furthermore, the project includes project design features, conditions of approval, and mitigation measures that result in traffic calming measures that discourage cut-through traffic, reduce vehicle speed, and limit potential overflow parking onto neighborhood streets within the Magnolia Park neighborhood protection area, consistent with the City's Burbank2035 General Plan strategy as noted in the Mobility Element's Neighborhood Protection Programs.

- F. *The conditions imposed are necessary to protect the public health, convenience, safety and welfare.*

The Project's Conditions of Approval will ensure that the proposed uses operate in a manner that protects the public health, convenience, safety and general welfare. Therefore, the Project as conditioned complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the application was deemed complete, and the SCEA and MMRP support the conclusion that the Project will not result in a specific, adverse impact upon the public health or safety.

5. Findings for a Tentative Parcel Map No. 083410

A legislative body of a city or county shall deny approval of a tentative map, or a parcel map for which a tentative map was not required, if it makes any of the following findings:

- A. *That the proposed map is not consistent with applicable general and specific plans as specified in Government Code Section 65451.*

The proposed Tentative Parcel Map No. 083410 seeks to create three (3) new parcels in a manner consistent with the provisions of the Subdivision Map Act and our local objective subdivision standards as noted in Title 11 of the BMC is also consistent with the Burbank2035 General Plan Land Use designation of Regional Commercial and the associated general plan goals and policies. The requested Parcel Map facilitates the redevelopment of the currently vacant approximately 10.43-acre Project Site into a mixed-use, transit-oriented development. Specifically, the Parcel Map approval will facilitate the development of 862 residential units; 9,700 square feet of commercial retail space; a new 151,800 sf. office building and on-site parking facilities, bicycle and pedestrian amenities; and significant upgrades to the adjacent sidewalk and roadway infrastructure that serve the Project site along Hollywood Way, Vanowen Street and Valhalla Drive.

- B. *That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

The proposed subdivision involves the creation of three (3) parcels where currently one (1) parcel exists in order to facilitate the proposed mixed-use development that includes 862 residential units; 9,700 square feet of commercial retail space; 151,800 sf. office building; on-site parking facilities, bicycle and pedestrian amenities; and significant upgrades to the adjacent sidewalk and roadway infrastructure that serve the Project site along N. Hollywood Way, Vanowen St. and Valhalla Dr. The intended Project development and associated uses that are being proposed are consistent with the Burbank2035 General Plan goals and policies for sites with a Regional Commercial land use designation and consistent with the City's Zoning Code through the City's approval of the requested conditional use permit, development review, and density bonus applications.

The proposed subdivision is consistent with General Plan Land Use Element Goals 3 (Community Character) and 4 (Public Spaces and Complete Streets), which include land use policies 3.12, 3.13, 4.11 and 4.12. These policies seek to encourage new subdivision projects that: tie into the City's grid system; require that new lots interface with public streets; prohibit gated communities, private streets and other design components that discourage public access; ensure that improvements to existing infrastructure in support of a project are not unsightly or visually disruptive; and provide for new development with utilities that are located underground.

C. That the site is not physically suitable for the type of development.

The approximate 10.43-acre Project site is physically suitable to accommodate the proposed Project. The majority of the Project site will be developed, following the pattern of surrounding development and will accommodate the following: two 7-story building containing a total of 862 residential units (644,151 square feet); one 5-story office building of up to 151,800 square feet; and 9,700 square feet of commercial retail space.

D. That the site is not physically suitable for the proposed density of development.

The 10.43-acre Project site can accommodate the proposed development that includes the following: two 7-story building containing a total of 862 residential units (644,151 square feet); one 5-story office building of up to 151,800 square feet; and 9,700 square feet of commercial retail space. The resulting parcels and proposed mixed-use development will be adequately served City-compliant driveways, sidewalks, internal circulation lanes that accommodate future vehicle traffic and emergency access and the site will be served the necessary public utilities.

E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The 10.43-acre Project Site and proposed subdivision is in a fully urbanized area that has been most recently used for a range of commercial and office uses with surface parking activities. A Sustainable Communities Environmental Assessment

(SCEA) has been prepared for the Project pursuant to CEQA, which determined that no native biological resources exist on the Project Site so the Project's development will have no impact on biological resources or adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

The design of the subdivision or type of improvements that are proposed with the Project is not likely to cause serious public health problems. The Project design, layout and incorporated bicycle and pedestrian amenities will ensure that proper line of sites and physical buffers are built that will provide adequate physical separation between vehicles, pedestrians, and cyclists reducing the potential for traffic accidents. The SCEA for the Project has determined that there will not be potentially significant or unavoidable environmental impacts related to Transportation from the Project.

The Project as conditioned complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the application was deemed complete. The SCEA and MMRP support the conclusion that the Project will not result in a specific, adverse impact upon the public health or safety. Furthermore, project design features and mitigation measures such as the implementation of MERV 13 air filters, central air, double paned windows and solid balcony walls all contribute to the preserving the health and safety of future residents of the Project.

G. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easement for access through or use of property within the proposed subdivision.

The design of the Project and associated subdivision and the type of improvements that are being proposed will not conflict with any easements acquired by the public at large, for access through or use of property within the proposed subdivision. The existing easements for public utilities will be maintained and new easements for roadway dedications and build out and maintenance of associated infrastructure and utilities will be noted in the Tentative Parcel Map No. 083410. All City required easements including those for utility easements have been conditioned on the

proposed development and associated subdivision map and will be maintained for the life of the project.

CONCLUSION

The proposed Project would facilitate redevelopment of an approximate 10.43-acre vacant site by building a mixed-use, transit oriented development to residential buildings that will house 862 new residential units and 9,700 sq. ft. of ground floor commercial retail space, and the development of an approximate 151,800 square foot office building. All buildings and land uses will include the City required on-site parking as provided for in the BMC and applicable local and State density bonus regulations. The Project provides additional housing and employment opportunities for Burbank resident's and offer a range of tax benefits to the City within the Golden State area, a major employment and transit center of the City. The Project provides needed improvements to the site and surrounding area including improvements to Hollywood Way, Vanowen St. and Valhalla Dr., upgraded public utilities, new widened tree-lined sidewalks, and decorative landscaping as well as new pedestrian and bicycle infrastructure throughout the site will be provided. The Project supports mass transit by providing housing and job opportunities adjacent to the Metrolink/Amtrak station and the locally serving public bus.

The Project is consistent with the applicable goals and policies contained in the General Plan, which helps to address the 3 to 1 jobs to housing imbalance and creates new market rate and affordable housing opportunities, including 80 deed restricted units for qualifying Very Low-Income households. Based on all the aforementioned analysis, City planning staff believes all findings can be made. Staff recommends that the Planning Board adopt the SCEA and associated Mitigation Monitoring and Reporting Program (MMRP) per the attached Resolution (Exhibit A), which finds that the Project with the associated project design features and mitigations measures as noted in the SCEA and included in the MMRP will ensure that the Project will not have any significant adverse impacts on the environment.

Furthermore, staff recommends that the Planning Board approve the Project subject to the terms and Conditions of Approval as noted in the Resolution for the Conditional Use Permit, Density Bonus Waivers, Development and Tentative Parcel Map (Exhibit B).

PLANNING BOARD ACTION

The action of the Board may be to approve, approve with modifications, or denial of the Project. However, a decision to deny the project must be based upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

“(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.” (CA Government Code Section 65589.5(J)(1)(A) and (B).)

If the Board believes that a recommendation for approval is warranted, the following two separate motions may be adopted:

1. A Resolution adopting the Final Sustainable Communities Environmental Assessment and Mitigation Monitoring Reporting Program for 2311 N. Hollywood Way (Project No. 20-0003289) and;
2. A Resolution of the Planning Board of the City of Burbank approving a request for a Conditional Use Permit, Density Bonus Waivers, Development Review, and a Tentative Parcel Map for 2311 N. Hollywood Way (Project No. 20-0003289).

If the Board determines that the Project or any part of the Project should be recommended for denial, the appropriate motion should be adopted.

List of Exhibits	
Exhibit	Title
A	SCEA and MMRP Resolution
B	CUP, Density Bonus Waivers, and Tentative Parcel Map 083410 Resolution
C	Final SCEA
D	Project Plans
E	FAA and ALUC Letters of Approval
F	General Plan Consistency Table
G	State Density Bonus Law and Affordable Housing Incentives BMC Sections 10-1-633 through 10-1-653
H	SB 330 Preliminary Application Submitted by Applicant
I	Application Form
J	Zoning & Fair Political Practices Act Compliance Map, Aerial Photo
K	Public Comments Received

Planning Board Minutes

September 27th 2021

CALL TO ORDER 6:00 p.m.

INVOCATION Mr. Attuekenian gave the invocation.

FLAG SALUTE Mr. Rizzotti led the flag salute.

ROLL CALL

Present- - - - Planning Board Members: Vice Chair, Christopher Rizzotti and Board Members, Apraham Atteukenian, Tammy Heiner and Robert Monaco
Absent- - - - Chair Gamboa
Also Present- Chief Assistant City Attorney, Joe McDougall; Assistant Community Development Director, Fred Ramirez; Deputy City Planner, Scott Plambaek; Associate Planner, Maciel Medina and Planning Clerk, Natalie Amela.

ANNOUNCEMENTS None.

HEARINGS

1. Project No.20-0003289 | 2311 N. Hollywood Way | Resolution

PROJECT DESCRIPTION:

NWH Investors, LLC (the Applicant) has submitted a request for approval of a Sustainable Communities Environmental Assessment (SCEA), a Mitigation Monitoring and Reporting Program (MMRP), a Conditional Use Permit, Density Bonus Waivers, Development Review and Tentative Parcel Map Number 083410 for a mixed-use project pursuant SB 330 (The Housing Accountability Act) to allow the construction of a mixed-use project on a 10.43- acres site that includes 862 residential units, 151,800 square feet of office space and 9,700 square feet of ground level commercial and retail space at 2311 North Hollywood Way in the C-3 (Commercial General Business) Zone.

Meeting Disclosures:

Mr. Rizzotti, Mr. Monaco and Ms. Heiner disclosed that they had a site visit at 2311 N. Hollywood Way with the La Terra developers and City staff.

Mr. Attuekenian disclosed that he did not attend a site visit.

Notices Given:

Mr. Ramirez confirmed that the notices as required by law had been given.

Staff Report:

Mr. Medina presented this item to the Board.

Applicant Presentation:

La Terra, Applicant, presented the following information on the proposed project: it will contain a total of 862 residential units, 80 of those units will be affordable/very low income, there will be 12 live-work units, there will be 9,700 SF of retail space, 151,800 SF of office space, 1,613 parking spaces and a total area of approximately 131,000 SF of open space throughout the project.

Public Comment:

The following union members, Gerrad Langford, Michael Mearren, Ernesto Pantoja, Sean Mann, Chuck Powell, Jason Green, Nick Reyes, Martin De la Cruz and Joshua Christensen, expressed the following: the proposed project should include a community wealth plan; local hire; apprenticeship programs; and benefits for laborers.

The following residents, Elon Ruskin, Evelyn Perez, Tamala Takahashi, Virginia Barnett, Debra Bindi, Roy Wiegand and Ross Freeman expressed the following: the City is in need for new development due to housing shortages; traffic concerns for the surrounding neighborhood; have traffic studies been completed; airport noise and safety concerns; will the general public be allowed to use the proposed Uber/Lyft drop-off services; and water supply impact concerns.

Brian Flynn expressed concerns about the SCEA process, air quality impacts, and the density bonus waiver on the proposed project.

Response to Public Comment:

Staff clarified the following: as noted in Exhibit B-14, specific air filters will be provided throughout the site of the project to mitigate outside pollutants from entering the buildings; due to the public rights-of-way and parking spaces there are residential units built throughout the

site and not just above the commercial buildings; the sidewalks around the perimeter of the project site will be improved including new street trees and wider sidewalks; there will be a pedestrian crosswalk on the corner of Hollywood Way and Vanowen; the Uber/Lyft drop-off location will be available to the public; the applicant will need to enter into an affordable housing agreement with the City prior to obtaining their Certificate of Occupancy; a Water Supply Assessment was completed; and the FAA and Airport Land Use Commission completed their review of the project and found no impacts of the building height when it comes to flight paths.

Mr. Ramirez clarified the public's inquiries on noticing, traffic analysis, amenities, the low-income housing units, the live-work units, and developmental impact fees.

Ms. Comacho, Consultant, clarified the public's inquiries on the Water Supply Assessment, the impact of local communities of fire/police/schools as it pertains to impact fees and traffic concerns.

Mr. Sako, Consultant, addressed the air quality inquiries that were address by the public.

Applicant Response to Public Comments:

The Applicant clarified the public inquiries on labor relations, GHG impacts as it relates to local hire, traffic impacts, and affordable unit clarifications.

Board Q&A:

Mr. Atteukenian inquired the following: was there any other proposed uses for this site; what factors will determine the height of the proposed office building; does the developer intend to sell this site in the future; security measures; will the parking lot be blacktop or concrete; estimated cost of project; and estimate groundbreaking date.

The Applicant clarified the following: their primary proposed use for this site was housing; market demand will determine the final office design; the developer does not intend to sell the site in the future; the site will have ample lighting, cameras, and a hired security firm; the parking will be within a concrete structure; the estimated cost to develop the project is estimated to be \$400 million; and contingent on City approvals, a groundbreaking would be anticipated to happen in 2022.

Mr. Monaco inquired if the project has been submitted to the Arts in Public Places Committee.

Staff clarified that it has not been submitted to the Arts in Public Places Committee, but that it will comply with the requirements noted in the Burbank Municipal Code.

Deliberation:

Mr. Atteukenian expressed design concerns related to the level of detail of windows on some elevations but could support the project based off the findings.

Mr. Monaco, Ms. Heiner, and Mr. Rizzotti could support the project based off the findings.

Mr. Atteukenian made a motion to approve a resolution of the Planning Board of the City of Burbank approving a Sustainable Communities Environmental Assessment (SCEA) and Mitigation Monitoring and Reporting Program (MMRP) pursuant to the California Environmental Quality Act for the Burbank Aero Crossings Mixed-Use Project at 2311 N. Hollywood Way (Project No. 20-0003289) based on the findings of fact and subject to the recommended conditions of approval (Exhibit A). Seconded by Mr. Monaco and carried by a vote 4-0.

Mr. Atteukenian made a motion to approve a resolution of the Planning Board of the City of Burbank approving a request for a Conditional Use Permit, Density Bonus Waivers, Development Review and Tentative Parcel Map No. 083410 for a mixed-use project submitted pursuant to SB 330 at 2311 N. Hollywood Way (Project No. 20-0003289). (Exhibit A). Seconded by Mr. Monaco and carried by a vote 4-0.

ORAL COMMUNICATIONS

None.

REPORTS

None.

APPROVAL OF MINUTES

Ms. Heiner made a motion to approve the minutes of September 13, 2021. Seconded by Mr. Atteukenian, carried by a vote 4-0. Mr. Motion passes.

ITEMS FROM THE
PLANNING BOARD

None.

CITY PLANNER
COMMENTS

Mr. Ramirez asked the Board for their consideration of a liaison for the Sustainability Committee to be nominated.

Ms. Heiner volunteered to be liaison. Vote was unanimous.

ADJOURNMENT
TO THE
PLANNING
BOARD MEETING
OF OCTOBER
11TH 2021

Respectfully Submitted,
Secretary of the Planning Board