



**COMMUNITY
DEVELOPMENT**

April 23, 2026

HOUSTON DRUM / MOCA SYSTEMS, INC.
210 PROGRESS, SUITE 240
IRVINE, CA, 92618

Via email: houston.drum@mocasystems.com

**RE: Notice of Decision – Approval
PROJECT NO. 26-0000745 – Development Review
301 E. Olive Avenue**

Dear Mr. Houston Drum,

This letter is to notify you that the Community Development Director has approved your application for **Development Review** to construct a new combined Central Library and Civic Center building; parking structure; public plaza and open space; and associated improvements on the Project site referenced above in the Planned Development 2002-2 (PD2002-2) zone (Attachment A), pursuant to the ability of staff to affirmatively determine the project satisfies the requisites for approval (Attachment C) upon implementation of the attached Conditions of Approval (Attachment D).

Please be advised that the decision of the Community Development Director will become final fifteen (15) days from the date of this letter unless the decision is appealed to the Planning Commission. Any appeal of the Director's decision must be submitted to the Planning Division with the applicable filing fee prior to the expiration of the fifteen (15) day appeal period, or **by 5:00 p.m. on May 8, 2026**. If no appeal is filed, then you may submit to the Building & Safety Division for Building Plan Check review the first business day following the conclusion of the 15-day appeal period. If appealed, this decision will be set aside, and the Planning Commission will conduct a De Novo review of the application and make a decision. The Planning Commission decision is final and cannot be appealed. If you have any questions concerning this letter, please contact me by phone at (818) 238-5250 or by email at DKim@burbankca.gov.

Sincerely,



David Kim
Senior Planner
Community Development Department



Patrick Prescott,
Community Development Director

Enc:

- Attachment A Approved Plans
- Attachment B Project Summary and Background Information
- Attachment C Findings for Granting a Development Review Approval
- Attachment D Conditions of Approval
- Attachment E Addendum to the Mitigated Negative Declaration

Cc: Eric P. Lashley – elashley@burbankca.gov

ATTACHMENT A

Approved Plans

DRAFT

NEW BURBANK LIBRARY AND CIVIC CENTER

DEVELOPMENT REVIEW AMENDMENT DRAFT

APRIL 21, 2026



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PROPOSAL

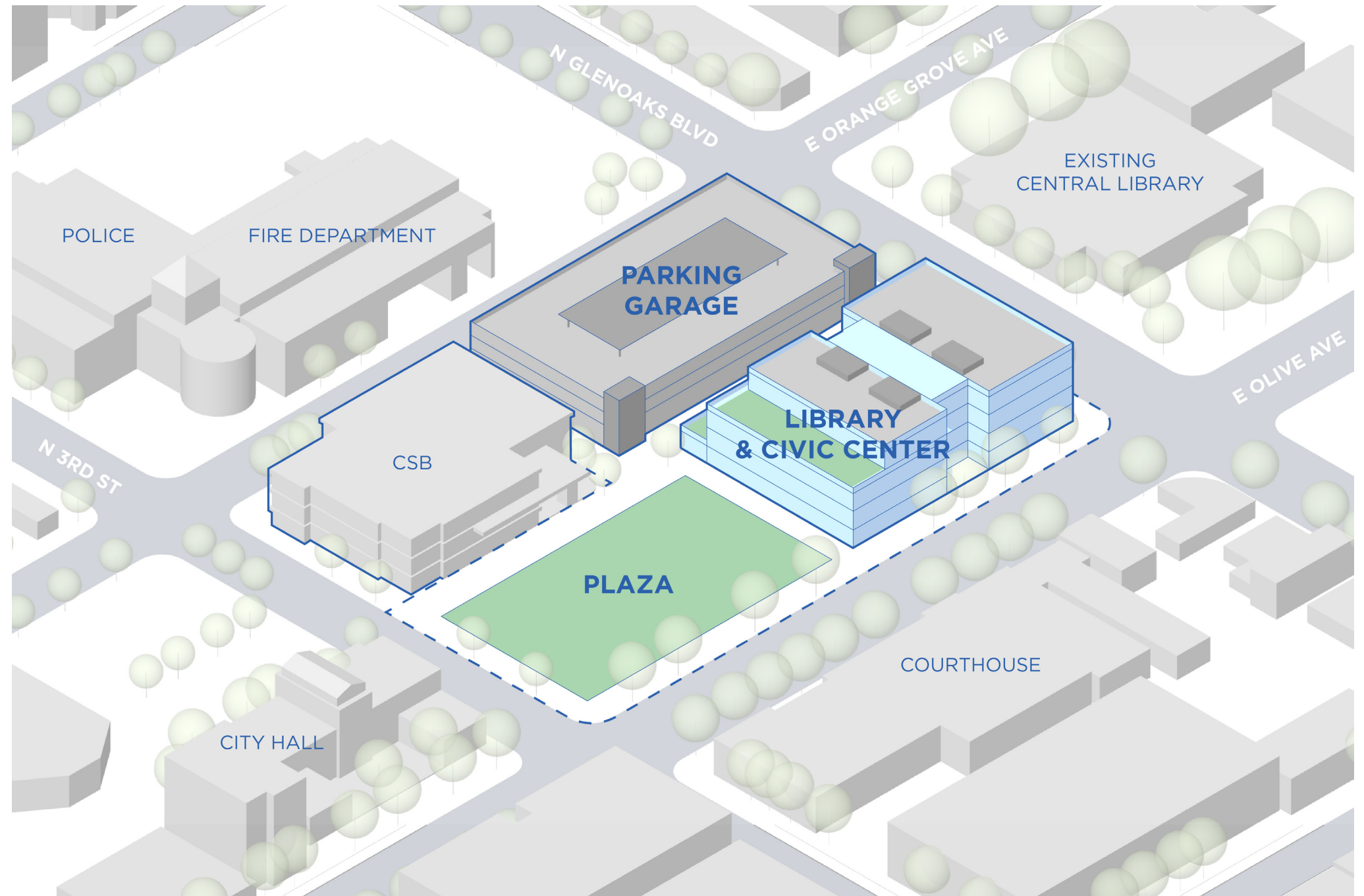
PROJECT COVER SHEET

SITE ADDRESS: 301 East Olive Ave
APN: 2453-008-900, 2453-008-903, 2453-008-905, 2453-008-908, 2453-008-910, 2453-008-912
ZONING: PD2002-2
LOT AREA: 3.33 ACRES*

PROJECT AREA:

Total Project Site Area	157,000 GSF**
Library and Civic Center Building (Max)	119,000 GSF 4 levels
Program Breakdown (Min)	
• Entry/ Lobby	8,400 SF
• Library	40,850 SF
• Shared Programs	25,980 SF
• City Offices	22,080 SF
Structured Parking Facility	310 Stalls 4 levels
Public Plaza and Open Space (Min)	38,280 GSF***
Other Site, Circulation, Street-scape	32,440 GSF

* refer to Boundary of Work on Site Plan - Existing
 ** refer to Property Line on Site Plan - Existing
 *** refer to Plaza boundary on Site Plan - Diagram of Limits



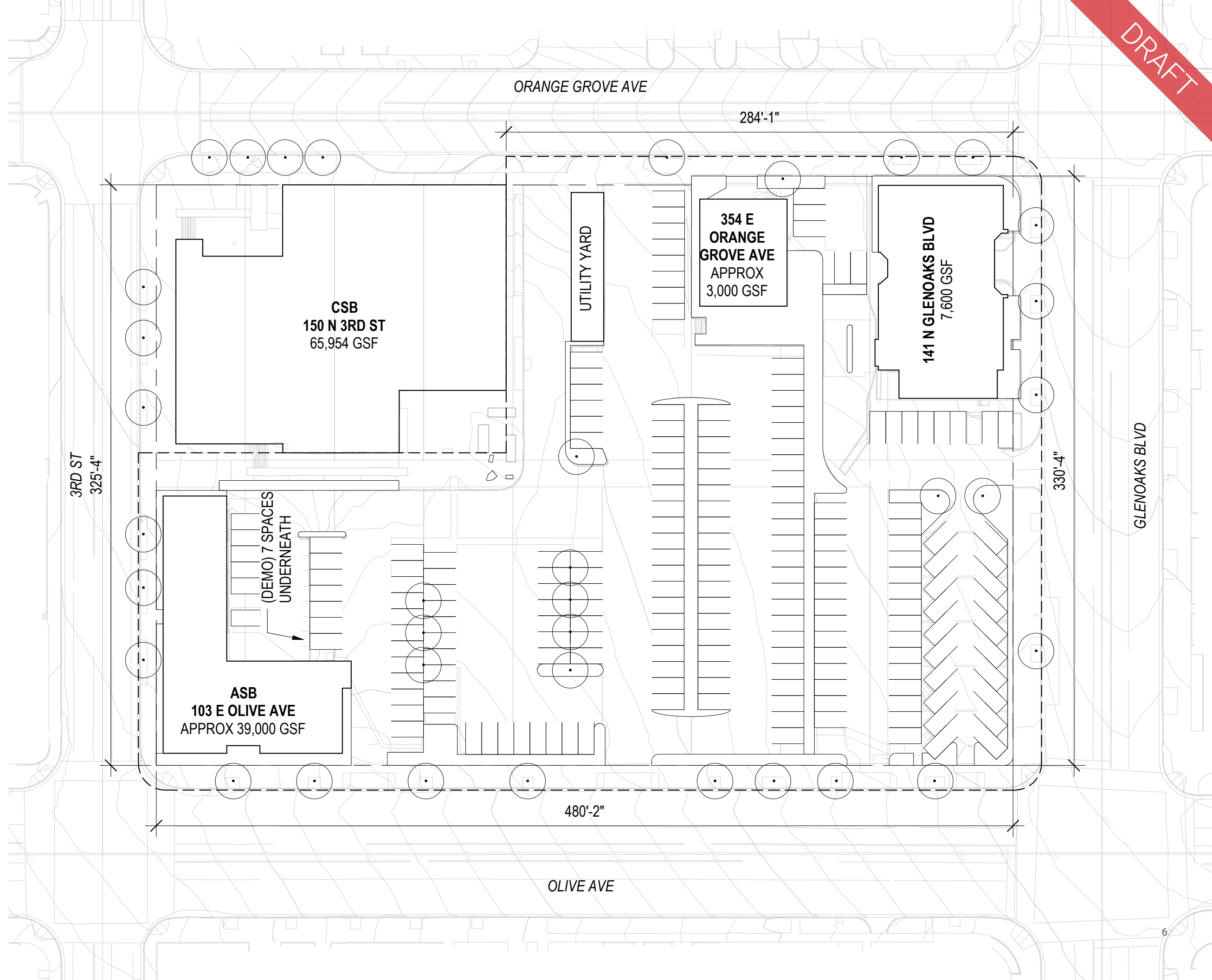
Isometric Aerial of Site Boundary of Work - Proposed

EXISTING SITE PLAN

NEW BURBANK LIBRARY AND CIVIC CENTER

DRAFT

- Property Line
- - - Boundary of Work



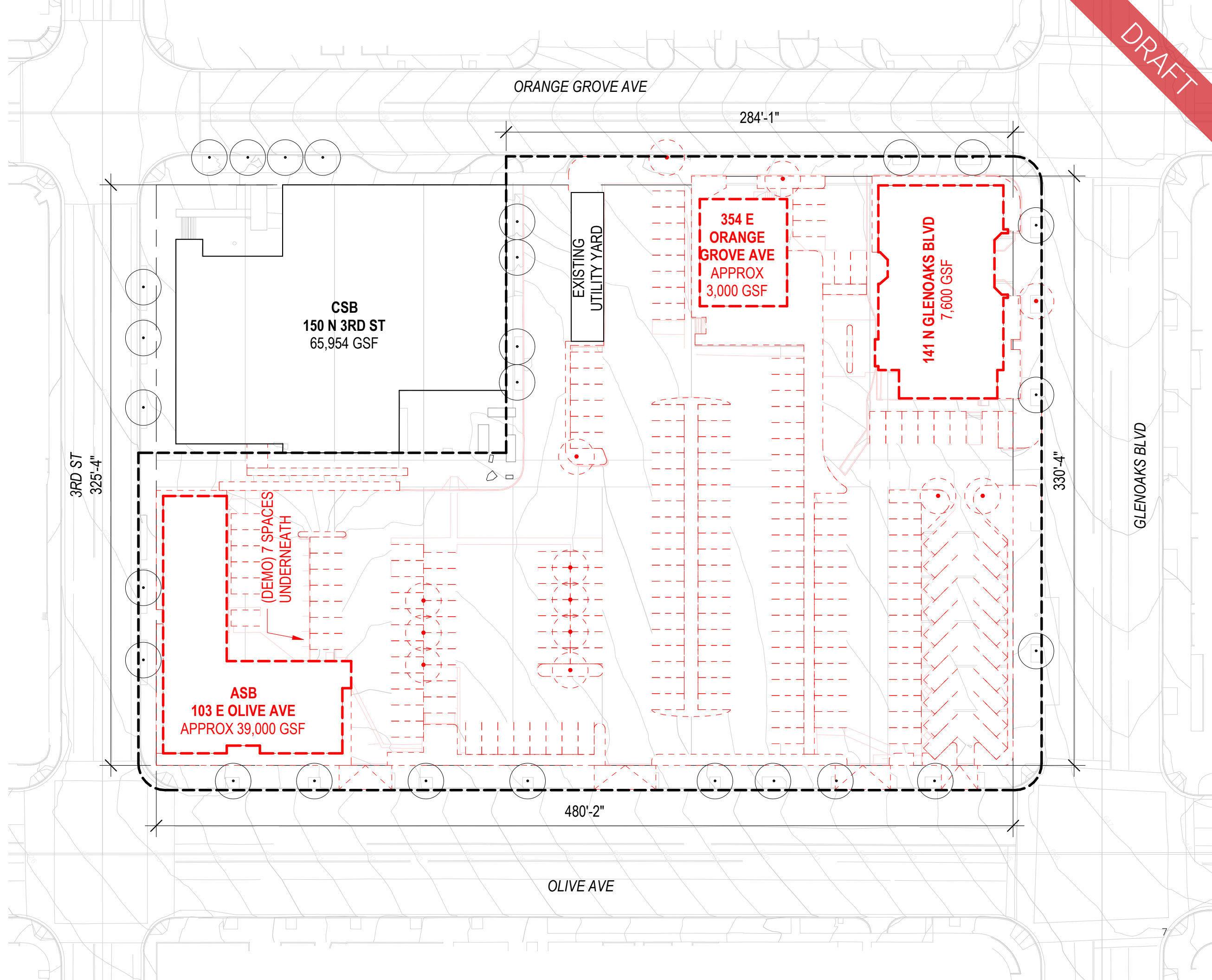
⊙^N SCALE: 1" = 50'

DEMO SITE PLAN

NEW BURBANK LIBRARY AND CIVIC CENTER

DRAFT

- Property Line
- Boundary of Work
- Demolition

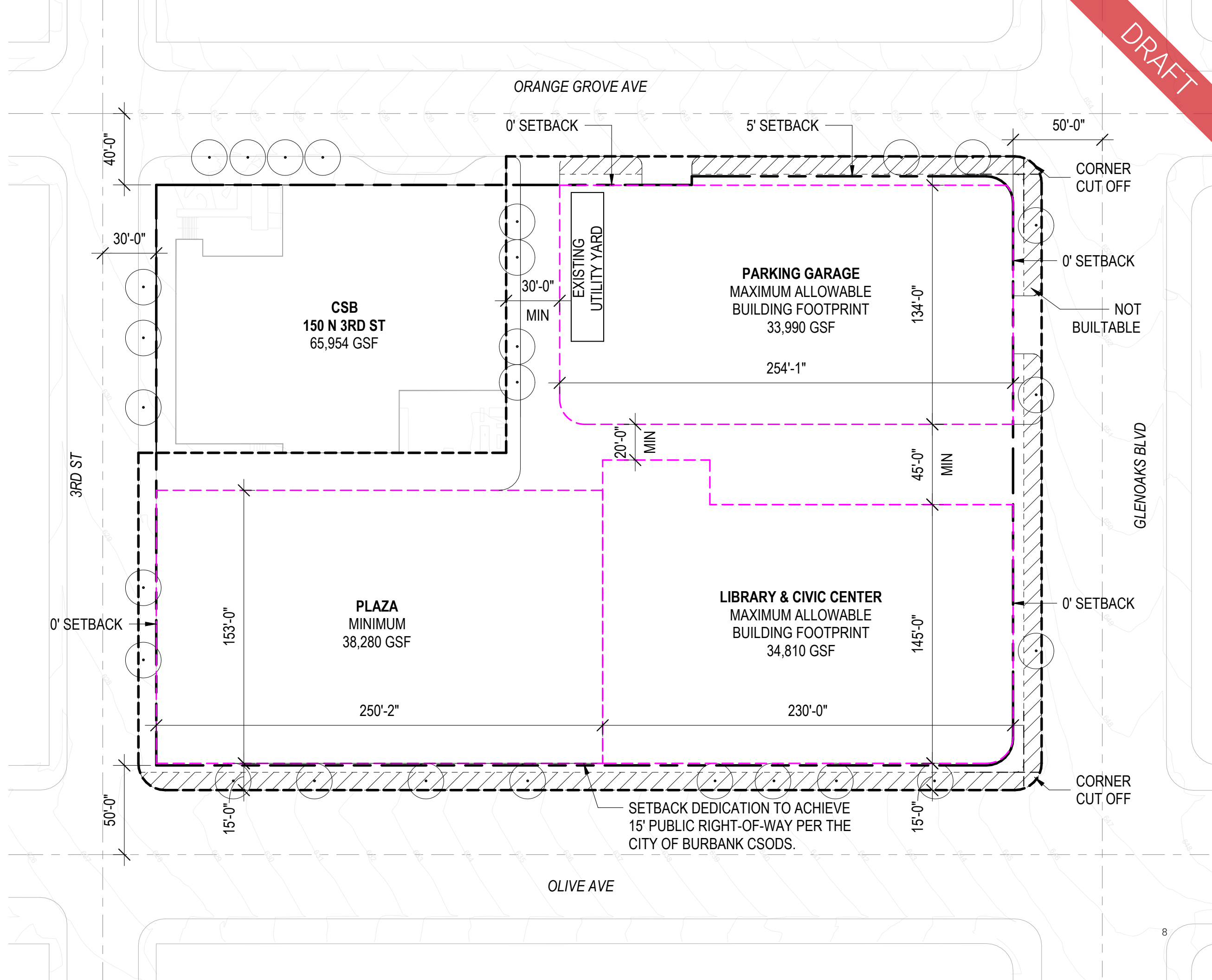


SCALE: 1" = 50'

SITE PLAN - DIAGRAM OF LIMITS

NEW BURBANK LIBRARY AND CIVIC CENTER

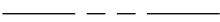
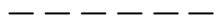






- Property Line
- Boundary of Work
- Maximum Boundary

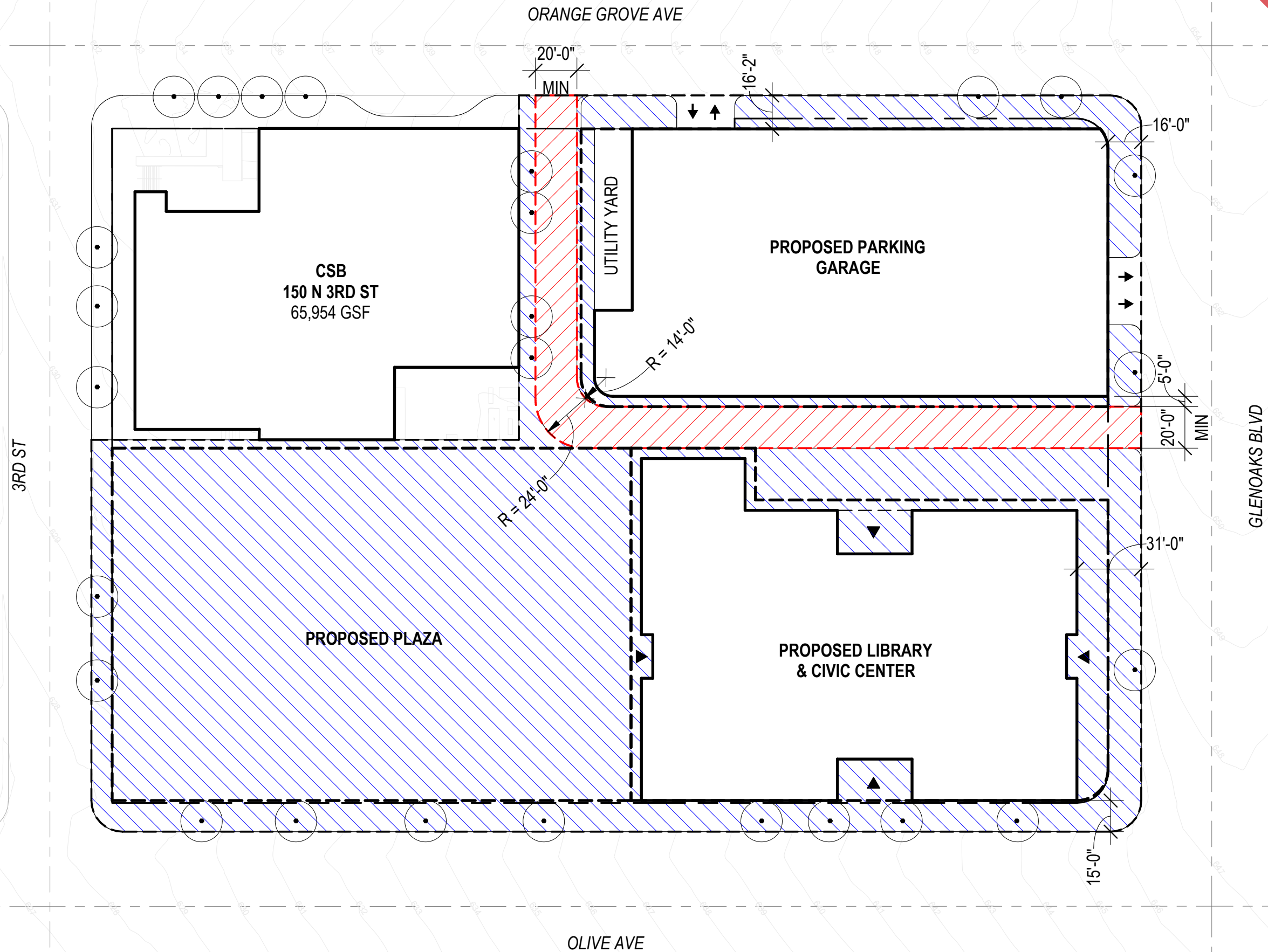


SCALE: 1" = 50'

SITE PLAN - CIRCULATIONS

NEW BURBANK LIBRARY AND CIVIC CENTER

-  Property Line
-  Boundary of Work
-  Maximum Boundary
-  Building Outline
-  Building Entry/Exit
-  Parking Entry/Exit
-  Service and Emergency Vehicle Path
-  Pedestrian Zone

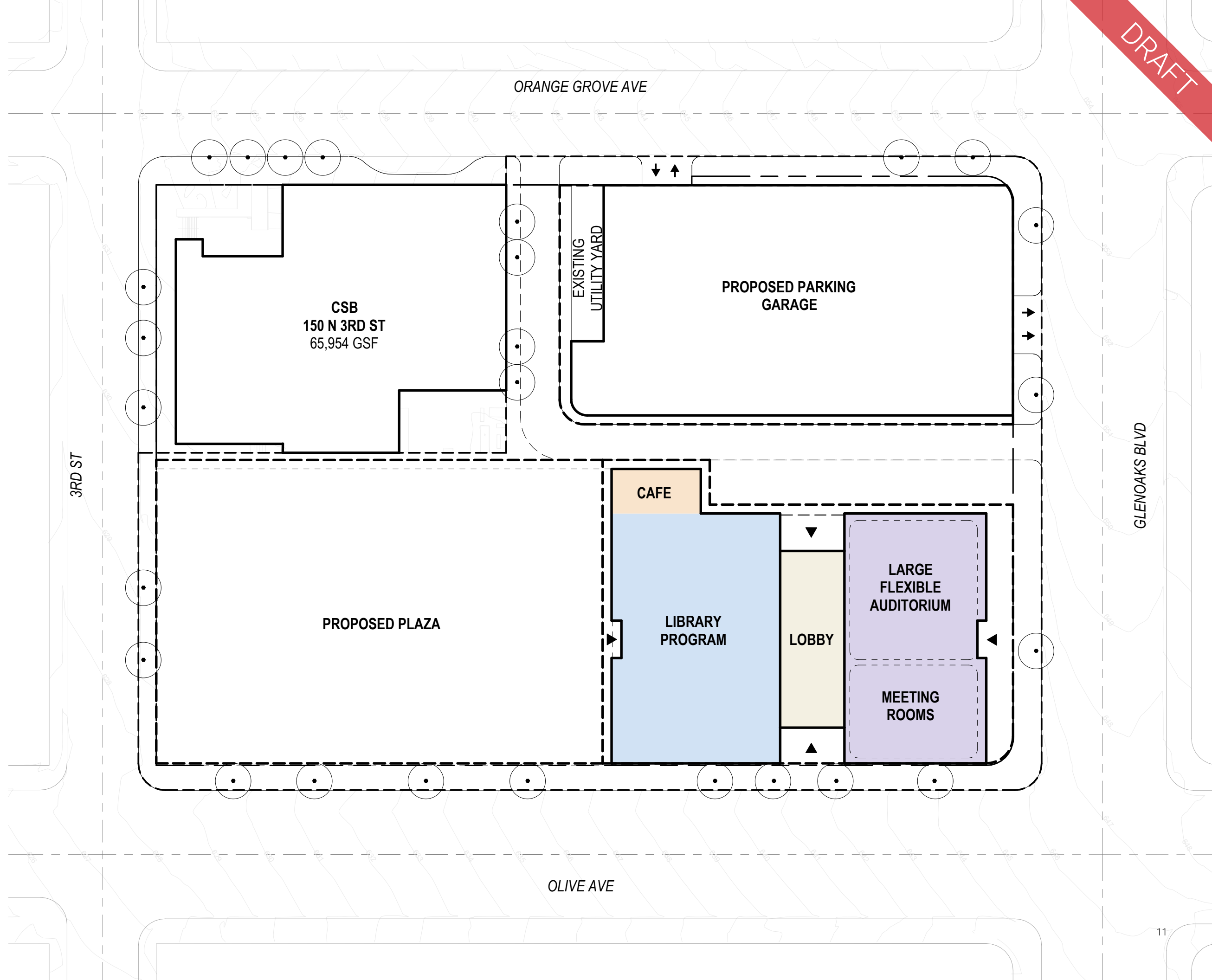


SCALE: 1" = 50'

SITE PLAN - LEVEL 1

NEW BURBANK LIBRARY AND CIVIC CENTER

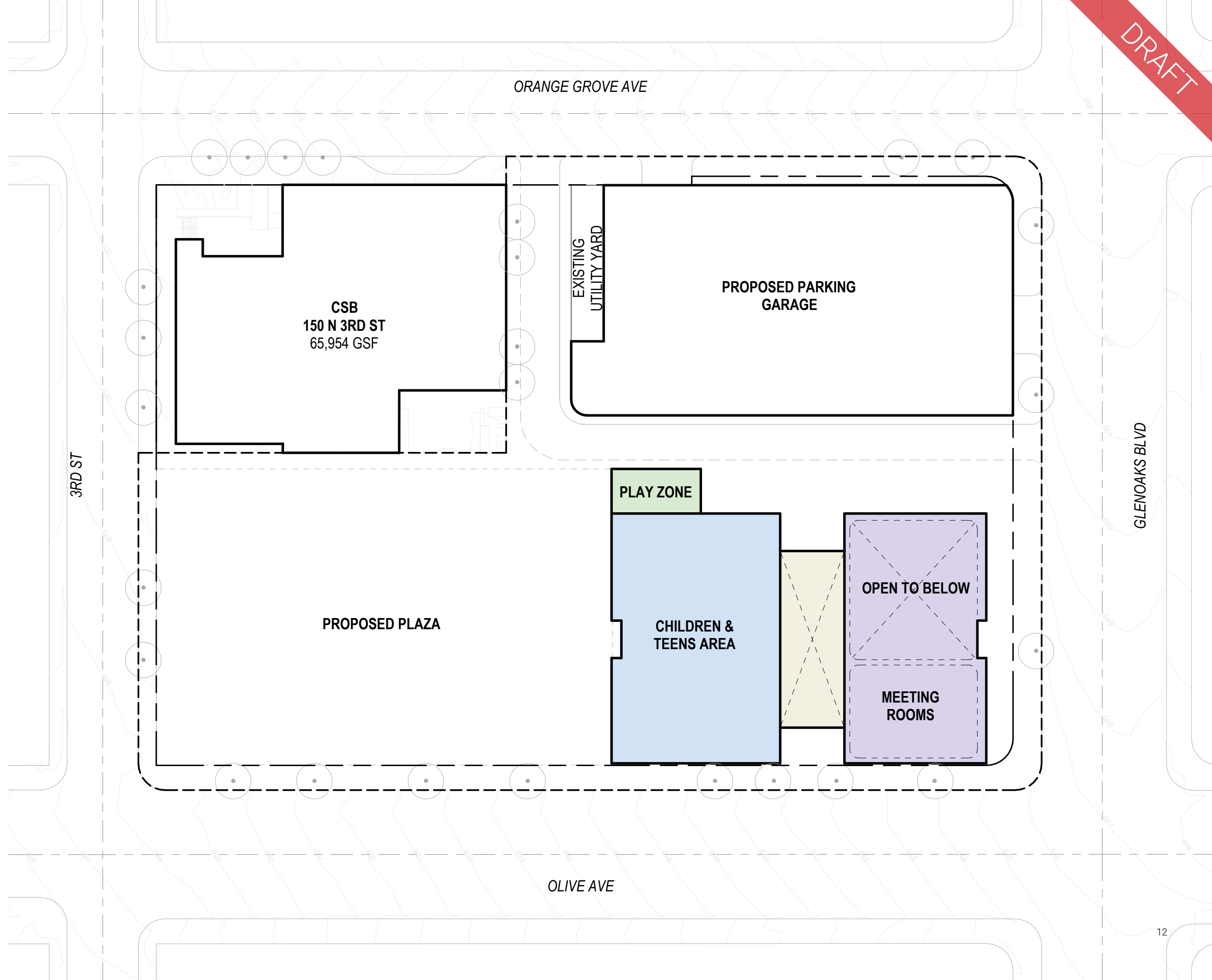
- LOBBY & ATRIUM
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE
- CAFE



SITE PLAN - LEVEL 2

NEW BURBANK LIBRARY AND CIVIC CENTER

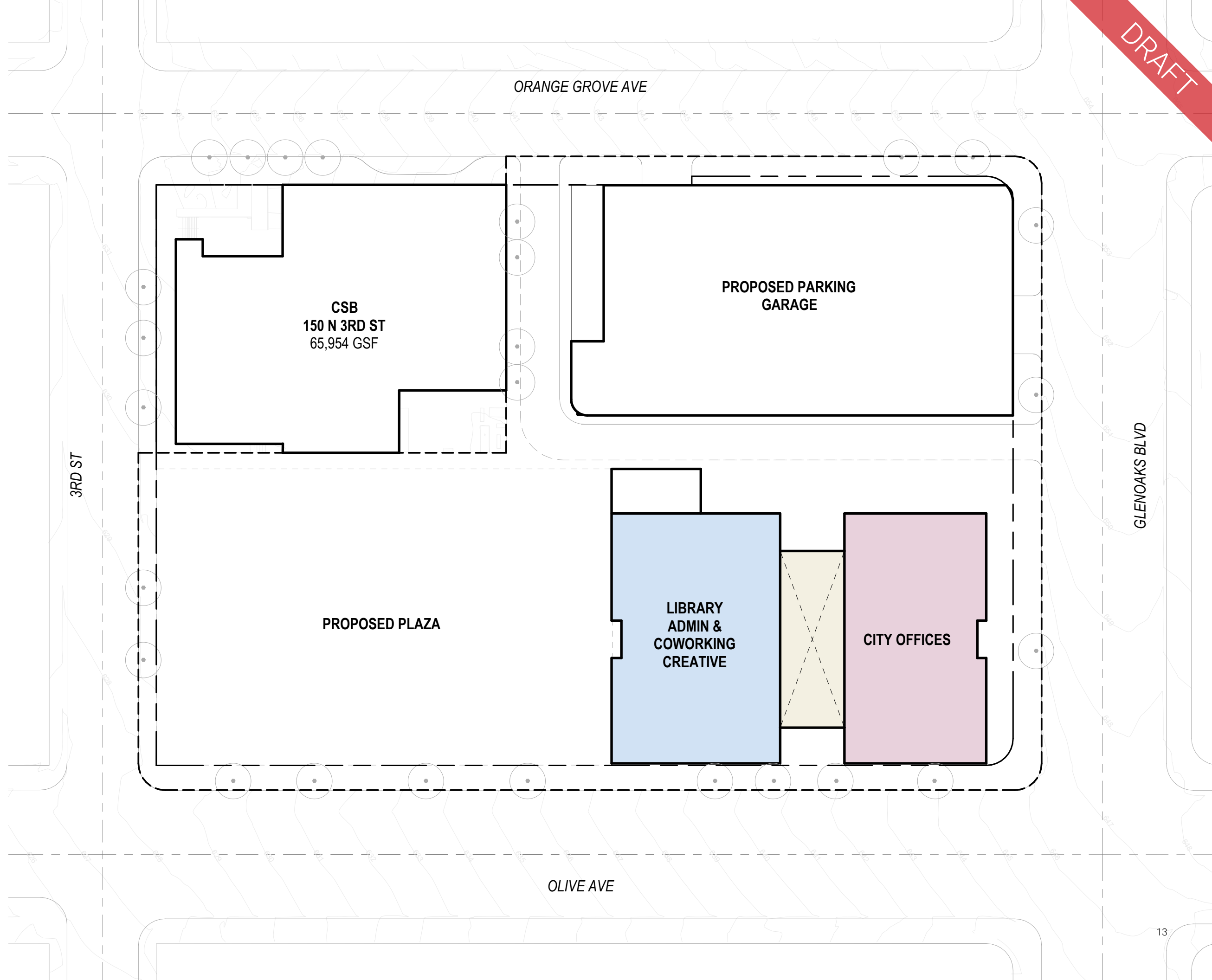
- LOBBY & ATRIUM
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



SITE PLAN - LEVEL 3

NEW BURBANK LIBRARY AND CIVIC CENTER

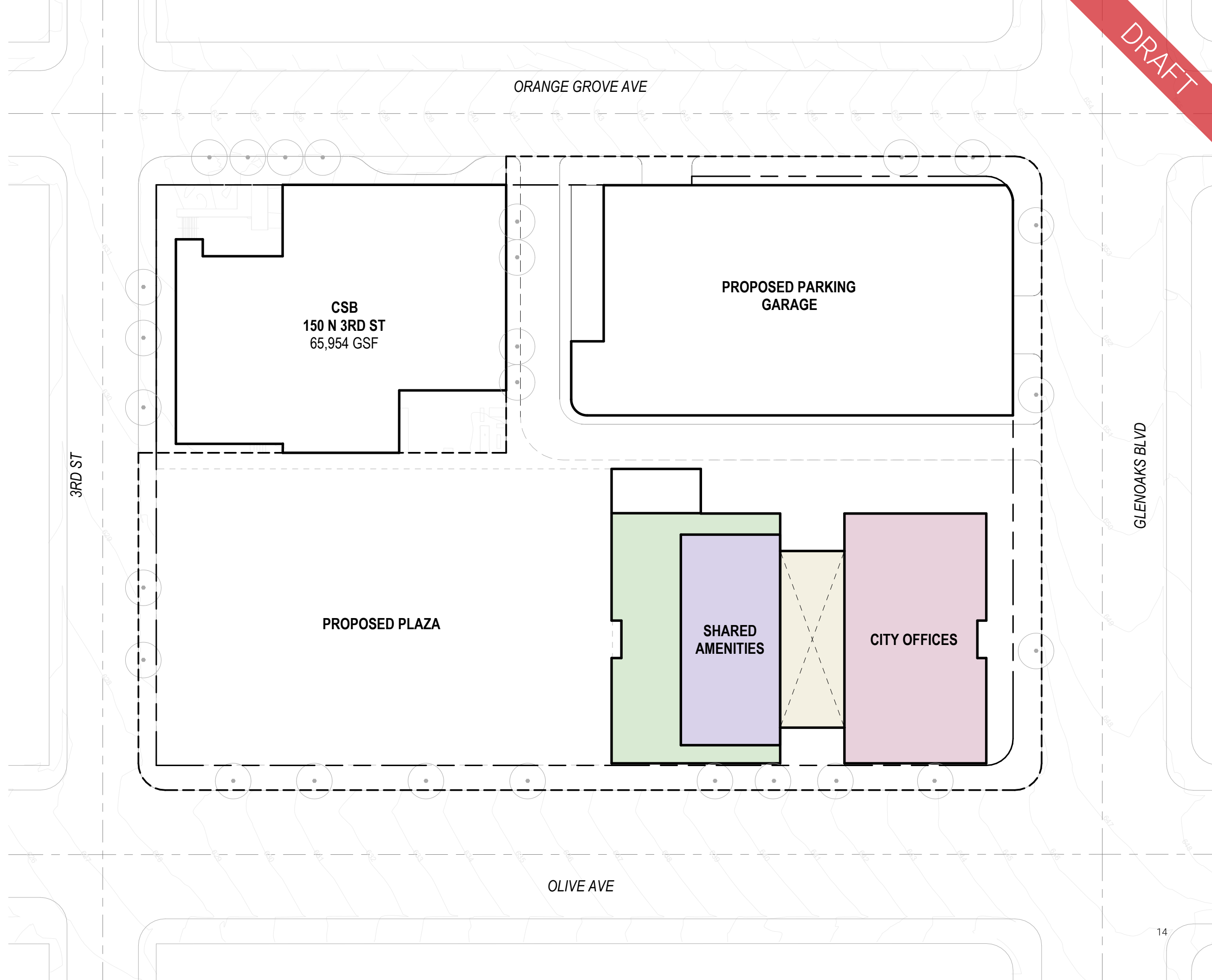
- LOBBY & ATRIUM
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



SITE PLAN - LEVEL 4

NEW BURBANK LIBRARY AND CIVIC CENTER

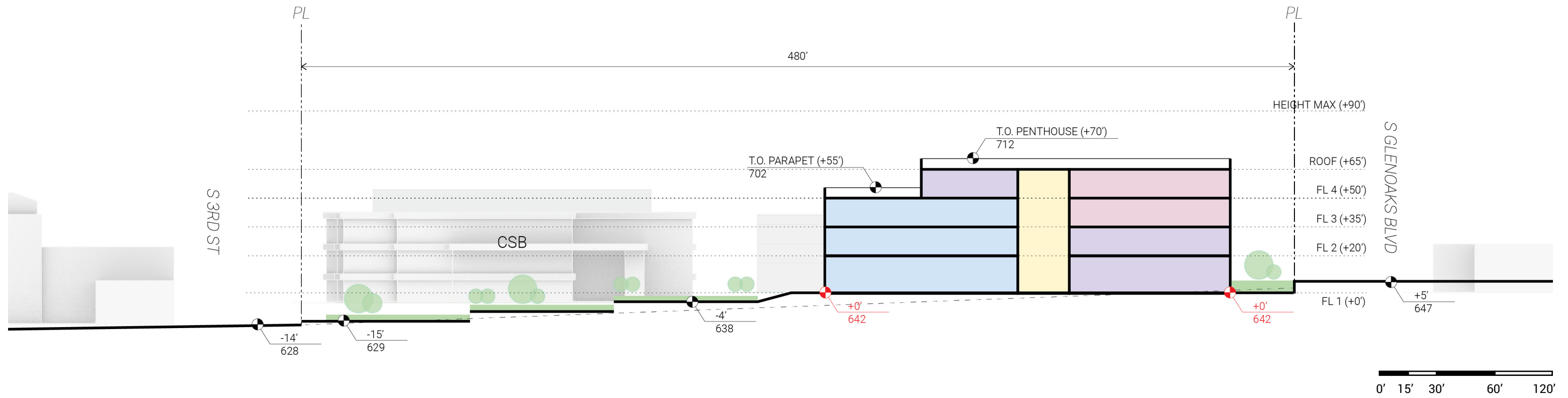
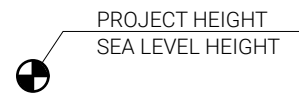
- LOBBY & ATRIUM
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



ELEVATION - EAST OLIVE AVE

NEW BURBANK LIBRARY AND CIVIC CENTER

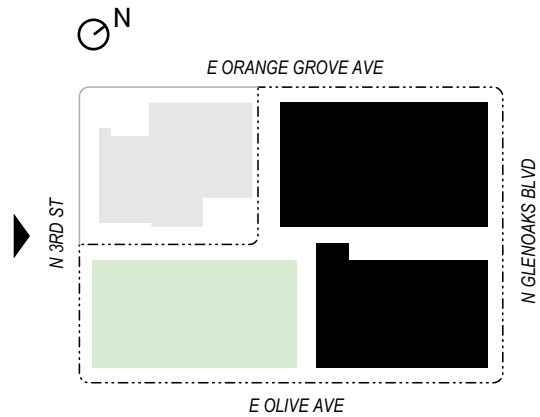
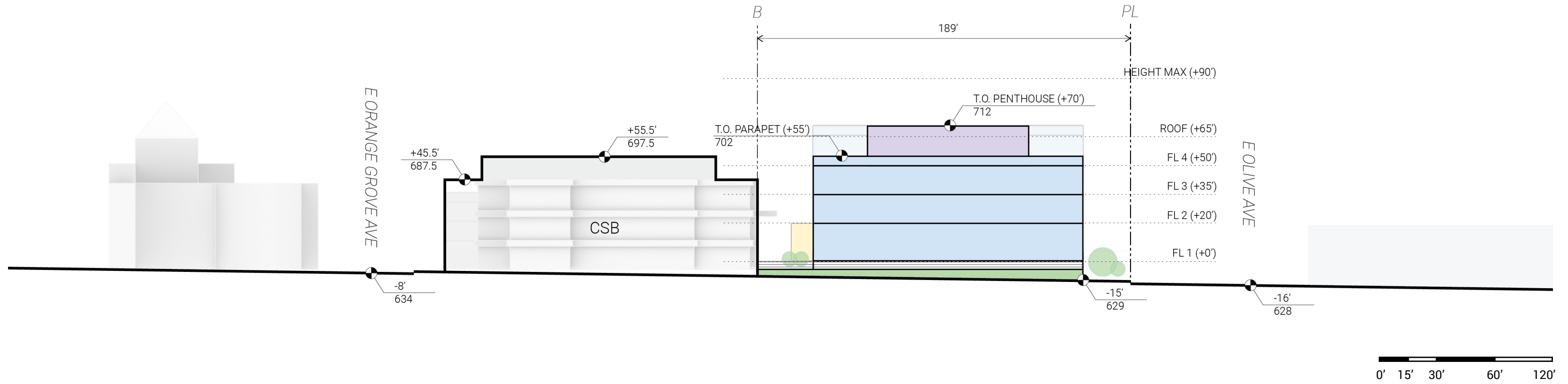
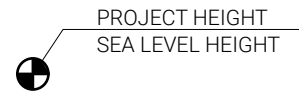
- LOBBY & ENTRIES
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



ELEVATION - NORTH 3RD ST

NEW BURBANK LIBRARY AND CIVIC CENTER

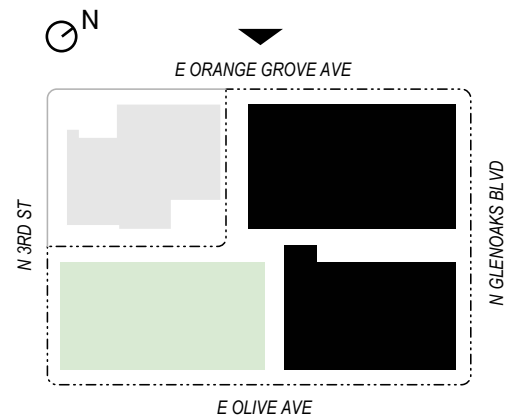
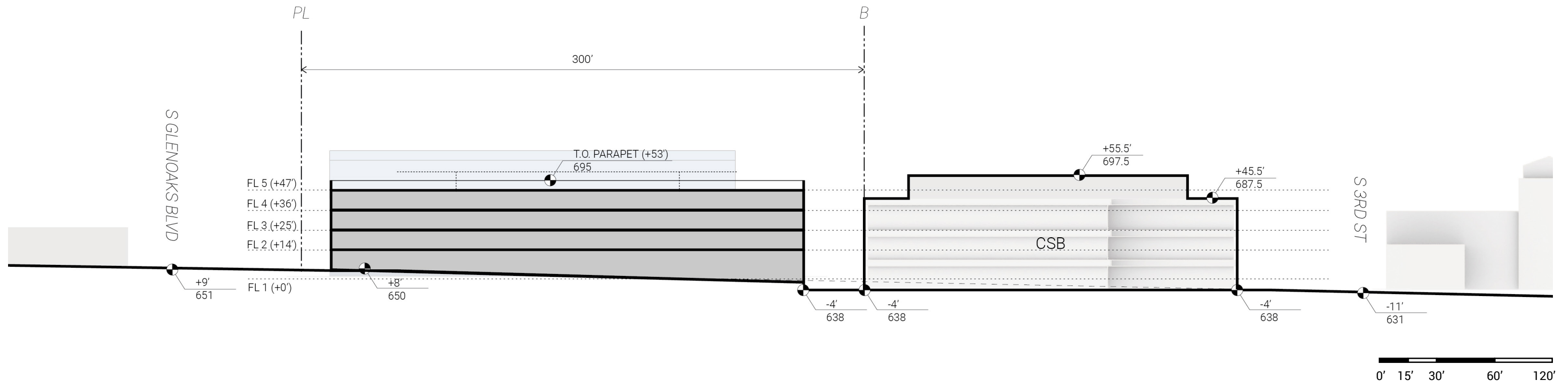
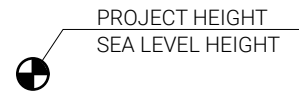
- LOBBY & ENTRIES
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



ELEVATION - EAST ORANGE GROVE AVE

NEW BURBANK LIBRARY AND CIVIC CENTER

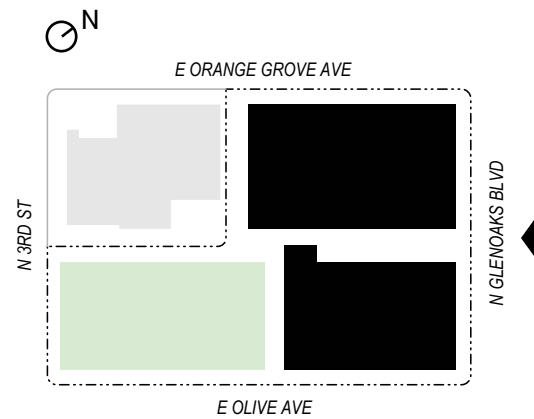
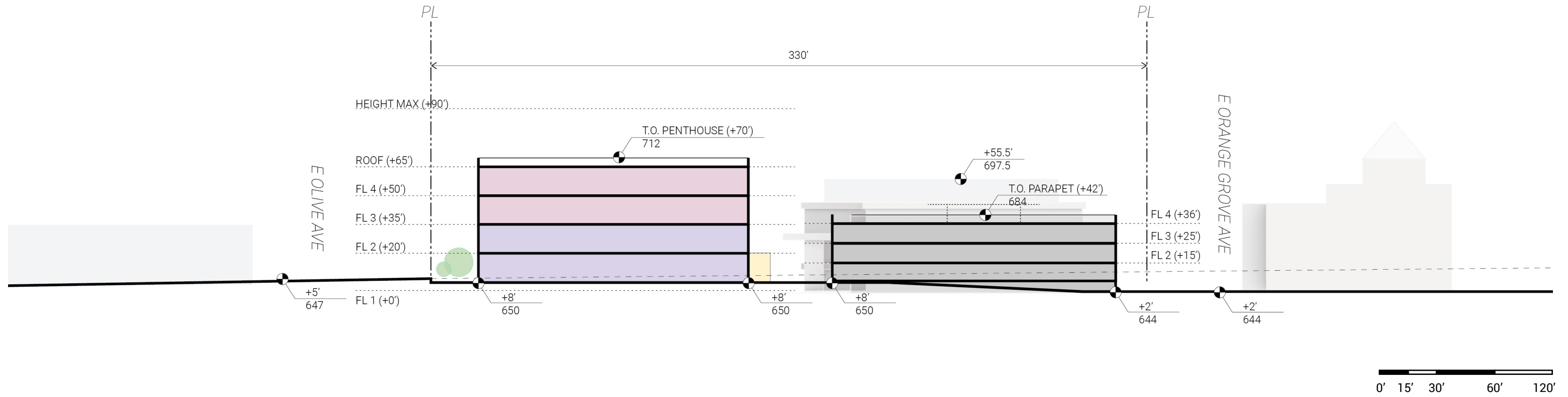
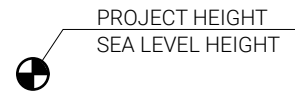
- LOBBY & ENTRIES
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



ELEVATION - NORTH GLENOAKS BLVD

NEW BURBANK LIBRARY AND CIVIC CENTER

- LOBBY & ENTRIES
- SHARED
- LIBRARY
- OFFICE
- OPEN SPACE



END OF DOCUMENT

ATTACHMENT B

Project Summary and Background Information

APPLICANT: Houston Drum / MOCA Systems Inc.

PROJECT TITLE: 26-0000745 – Development Review

PROJECT ADDRESS: 301 E. Olive Avenue

Zoning: Planned Development 2002-2 **GENERAL PLAN:** Institutional

SITE AND NEIGHORHOOD CONTEXT:

The 157,000-square-foot (3.6 acre) Project site is currently developed with an existing 65,954 square foot Community Services Building, 39,000 square foot Administrative Services Building; 3,000 square foot Bike Angel portable structure; 7,600 square foot vacant commercial building (previously occupied by Wells Fargo Bank); and surface parking lots. The Project site is located within the existing Burbank Center Plan area and is bounded by North Glenoaks Boulevard, East Olive Avenue, North Third Street, and East Orange Grove Avenue. The surrounding neighborhood context consists of commercial businesses, Burbank Police and Fire Department facility, Burbank City Hall, and the existing Burbank Central Library.

PROJECT DESCRIPTION:

The Project proposes to construct a new Burbank Central Library and Civic Center development: (1) new combined Central Library and Civic Center building – four (4)-stories with up to 119,000 square feet of floor area; (2) new above-grade parking garage structure – 4-stories with 310 parking stalls; (3) new public plaza and open space area – 42,430 square feet of area; and new site, circulation, streetscape improvements – 32,440 square feet of area. The Project involves the demolition/removal of the existing Administrative Services Building, Bike Angel portable structure, vacant commercial building, and the existing surface parking lots. The existing Community Services Building will remain.

MUNICIPAL CODE CONFORMANCE: The Project has been evaluated for consistency with the PD2002-2 zone and the Burbank Municipal Code (BMC) and, as conditioned, the Project will be consistent with the approved PD2002-2 (Civic Center Master Plan Project) and the BMC. See Attachment C for the Project's consistency with the DR required finding, and Attachment D for the complete list of Conditions of approval

ENVIRONMENTAL REVIEW: Staff determined that the proposed Project is in compliance with the previously prepared environmental assessment and therefore has prepared an Addendum to the Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA) Guidelines 15164 (Attachment E).

DATE SIGN POSTED ON-SITE: March 18, 2026

DATE PUBLIC NOTICE MAILED: March 18, 2026

DATE COMMUNITY MEETING HELD: April 2, 2026

ATTACHMENT C

Analysis of Requisite Findings for Granting a Development Review Approval

The Community Development Director must find that the proposed Project satisfies the requisite findings contained in the Burbank Municipal Code (BMC) Section 10-1-1912(A) necessary for approval of a Development Review Application, subject to the Conditions of Approval in Attachment D.

10-1-1912.A *A Development Review application shall be approved if the Director, or if appealed, the Planning Commission, 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 (DR No. 26-0000745) was evaluated for compliance with the BMC. The Project was determined to be consistent with the development that was approved under PD2002-2 (Civic Center Master Plan Project). With the recommended conditions of approval, as provided in Attachment D of this decision letter, the Project would comply with the requirements of the PD2002-2 zone and the BMC. Therefore, this finding can be made.

ATTACHMENT D

Conditions of Approval

CDD – Planning Division

1. Project No. 26-0000745 approves a Development Review to construct a new Burbank Central Library and Civic Center at property address 301 E. Olive Avenue, in the PD2002-2 (Planned Development) Zone. The Project consist of the following work: (1) new combined Central Library and Civic Center building – four (4)-stories with up to 119,000 square feet of floor area; (2) new above-grade parking garage structure – 4-stories with 310 parking stalls; (3) new public plaza and open space area – 42,430 square feet of area; and new site, circulation, streetscape improvements – 32,440 square feet of area. The Project involves the demolition/removal of the existing Administrative Services Building, Bike Angel portable structure, the vacant commercial building on the corner of North Glenoaks Blvd. and East Orange Grove Ave., and the existing surface parking lots. The existing Community Services Building will remain. The Project site is bounded by North Third Street, East Olive Avenue, North Glenoaks Boulevard, and East Orange Grove Avenue. Unless otherwise approved by the Community Development Director or his/her designee, the Project plans shall be substantial conformance with the conceptual plans approved on April 23, 2026 (Attachment A). The Community Development Director or their designee may determine what minor modifications to the approved plans may be considered to be in substantial conformance.
2. Unless otherwise modified by this entitlement or preempted by state or federal law, the Project shall comply with the approved PD2002-2 Zone and the applicable development standards of BMC Title 10 (Zoning Regulations), Chapter 1 (Zoning). Compliance with these standards will be verified at the time of building permit submittal.
3. This permit shall expire if the scope of work is not initiated within three (3) years of the date of this approval (expires on April 23, 2029), or the final decision following an appeal, unless the Property Owner or Permittee has diligently developed the proposed project as shown by the issuance of a demolition, grading, foundation, or building permit and the construction of substantial improvements. Any period of time during which the project is subject to a legal challenge shall not count towards the expiration date. Prior to the noted expiration date, the Property Owner or Permittee can request the Community Development Director's approval of a one-time extension of the permit for a period not to exceed one-year from the date of expiration.
4. Pursuant to BMC Section 10-1-19401, the Permittee, including their successors and assignees, shall defend, indemnify, and hold harmless the City of Burbank (the City) and its agents, officers, employees, agencies, boards, commissions, or City Council from any claim, action or proceeding brought against the City, its agents, officers, employees agencies, boards, commissions, or City Council to attack, set aside, void or annul the subject approval and environmental determination under the California Environmental Quality Act or National Environmental Policy Act by the City, its agents, officers, employees, agencies, commissions, or City Council. The indemnification shall include damages awarded against the City, if any, cost of suit, attorney's fees, administrative expenses, and other costs and expenses incurred in connection with such action, including, but not limited to, all such City costs and expenses incurred by enforcing this

indemnification provision. This duty to defend, indemnify, and hold harmless the City and its agents, officials, employees, agencies, boards, commissions, or City Council shall apply even if the Permittee fails or refuses to enter into the indemnification agreement. In the event of a legal challenge, the provisions under BMC Section 10-1-19402 shall be followed.

5. This permit or approval may be modified or revoked by the City should it be determined that the proposed use as permitted by this approval or conditions under which they were permitted are detrimental to the public health, welfare, or materially injurious to property or improvements in the vicinity or if the use is maintained so as to constitute a public nuisance.
6. The Permittee shall comply with all federal, state, and local laws. Violations or convictions of any of those laws in connection with the use will be cause for revocation of this permit.
7. The Permittee shall incorporate a copy of these Conditions of Approval in all construction plans submitted to the Building and Safety Division for a building permit. The Permittee shall also provide a separate written document outlining how, or where, each of the Conditions have been addressed in the building permit plan set for all City Division/Department Conditions enclosed.
8. The plans submitted for building plan check shall clearly call out all exterior building materials and colors on the elevations, including product and finish manufacturer name, color name and number, and surface finish to be used in construction.
9. The plans submitted for building plan check shall include at a minimum the on-site amenities shown on the approved plans. The amenity items may be substituted with a comparable amenity subject to approval by the Director. All amenities shall be constructed of high-quality materials and permanently installed as part of the project. All outdoor amenities must be located in the required common open space area(s) and cannot be within any easement area.
10. Permittee shall provide a photometric plan during plan check showing compliance with the following requirements: Lighting shall be provided in all common areas including but not limited to parking garages, outdoor parking areas, common open space areas, pedestrian paths, stairways, and hallways, and shall be identified on the site plan and elevations submitted with the building permit application. The product specifications for all lighting fixtures shall be included in the plans submitted for building plan check. Outdoor lighting fixtures must be positioned and directed so as not to shine or cause glare onto adjacent properties of public rights-of-way, and a note shall be included on the plan set confirming such.
11. All required fees shall be paid as required by the BMC prior to the issuance of any building permits for the Project.
12. The Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Street & Solid Waste Division (Public Works Department), or Developer shall arrange for self-hauling to an authorized facility.

13. The Permittee shall comply with all Department/Division comments and Code requirements and shall be verified by the responsible Department and/or the Building Official or their designee, prior to the issuance of any Certificate of Occupancy.
14. The Developer shall list these conditions of approval in all construction plans submitted to the Building Division for a building permit. The Developer shall also provide a separate written document outlining how, or where, each of the conditions have been addressed in the building permit plan set for all City Division/Department conditions enclosed and provide the same number of copies as building plan sets submitted for Building Plan Check.

Project Specific Requirements:

The conditions of approval specified herein are consistent with the PD2002-2 Zone conditions of approval.

15. In accordance with PD2002-2 Zone, the Project conceptual plans will be presented to the City Planning Commission as an informational item by Planning staff and the Applicant. The Planning Commission will provide any comments on the Project conceptual designs as it relates to the architecture, colors, material, signage, landscaping, open space, and public plazas. The comments received from the Planning Commission will be considered by the project management team as they continue to develop the specific details of the plans. At a future date, the Planning Commission will be provided an update on the Project design.
16. In accordance with BMC Title 11 (Subdivisions), the Applicant shall submit a Parcel Map planning application to the City twelve (12) months prior to certificate of occupancy for the proposed new Central Library and Civic Center building, unless otherwise approved by the Community Development Director.
17. In accordance with BMC Section 9-1-2-705.3.1 (Buildings on Contiguous Lots), contiguous lots of the Project site can be considered one lot for the purpose for building out the Project site while the Parcel Map is in process with the City.
18. Project shall provide at a minimum 310 parking spaces in conformance with the BMC required parking dimensions. The parking plan shall show these parking spaces with the required dimensions. These parking spaces will be shared between Community Services and the new combined Central Library/Civic Center buildings. Additional City parking garages nearby the Project site are available to accommodate Project related parking demands.
19. In accordance with the approved Mitigated Negative Declaration of Planned Development 2002-2, the following mitigation measures shall be complied with during the Project construction. These conditions would apply until all construction-related activities have been completed:
 - a. The City's contractors shall use energy efficient equipment that produces low particulate and nitrogen oxide emissions, when available.
 - b. The City's contractors shall cease use of equipment during second and third stage

smog alerts as issued by the South Coast Air Quality Management District.

- c. The City's contractors shall cease grading and water truck during periods of high winds (greater than 25 mph).
 - d. The developer shall use a water truck during grading phase to control fugitive dust (twice per day at minimum).
 - e. During construction, ingress and egress of trucks and equipment from the site shall be noticed by appropriate warning signs and controlled by flagmen on duty throughout each workday as determined necessary by the Public Works Director.
 - f. During construction, all workers shall park on-site or within the designated area as approved under an encroachment permit. For those unable to park in these areas, an off-site parking location shall be provided, and workers shall be shuttled to and from that site.
20. The Applicant shall provide a minimum 5'-0" setback area that is reserved only for landscaping, that includes a combination of groundcovers, shrubs, and trees, and pedestrian pathways along all of Project's street fronting property lines.
 21. Project shall provide the required landscaping in accordance with BMC Sections 10-1-712(C)(3) and 10-1-718(C)(3). The landscape plan shall show the required landscaped areas with the proposed materials and dimensions. Landscape and irrigation plans prepared by a licensed landscape architect shall be provided.
 22. Project shall comply with the nonresidential design standards as provided in BMC Section 10-1-1113.1. These standards include requirements for building design, trash enclosure, and wall/fence improvements. For proposed trash enclosure area, the Applicant shall comply with any additional trash/recycle bin requirements of the Public Works Department – Field Services. Project plans shall appropriately call out and identify all applicable design requirements under this section.
 23. Project shall comply with the Art in Public Places Ordinance as specified in BMC Section 10-1-1114.
 24. Project shall comply with the nonresidential structure encroachment standards as specified in BMC Section 10-1-1211. Project plans shall appropriately call out and identify all applicable design requirements under this section.
 25. Project shall comply with the required corner cut-off areas for street-street intersection and driveway-street intersection as specified in BMC Section 10-1-1303. Project plans shall appropriately call out and identify all applicable design requirements under this section.
 26. Project shall comply with the FAA Filing Requirement Map as specified in BMC Sections 10-1-1307 and 10-1-1308.
 27. Project shall comply with the required parking design standards as specified in BMC Sections 10-1-1401, 10-1-1405.5, 10-1-1419, and 10-1-1-1420. These sections provide

regulations on required parking stall widths, parking bay widths, bicycle parking design, parking structures, and lighting requirements. Project plans shall call any location and required dimensions to show compliance with these sections.

28. Project shall provide loading areas in accordance with the required number, location, and design standards of BMC Section 10-1501, 10-1-1502, and 10-1-1503. Project plans shall clearly identify the loading areas and required dimensions.
29. Project shall comply with the required number and location of curb cuts in accordance with BMC Section 10-1-1602. Project plans shall show the curb cut locations, dimensions, and distances.
30. Project shall provide the required driveway widths and slopes in accordance with BMC Sections 10-1-1603 and 10-1-1604. Project plans shall provide the required dimensions and slope information.
31. Project shall comply with the required turning radius for driveways and any right-angle parking in accordance with BMC Section 10-1-1606. Project plans shall provide the required dimensions to show compliance.
32. Project shall comply with the vehicular access requirement of BMC Section 10-1-1607.

CDD – Building and Safety Division

33. All projects shall comply with Title 9, Chapter 1, of the Burbank Municipal Code, and the **2025 edition** of the California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and Building Energy Efficiency Standards, including all intervening Code cycles.
34. Plans and reports submitted for Plan Check Review are to be submitted electronically. For more information about the online submittal process, please contact the Building Division at 818-238-5220 or via email at eplancheck@burbankca.gov.
35. All conditions of approval are to be reproduced on the construction document drawings as part of the Approved Construction Set.
36. All Departments that have provided Conditions of Approval are to review drawings and provide final approval via online electronic review, prior to issuance of any Building Permit.
37. Development Impact Fees are assessed by the City for construction of new nonresidential square footage as listed in the **Burbank Fee Schedule and Title 10, Article 22, of the Burbank Municipal Code**.
38. Low Impact Development: A LID Plan is required for City review that provides a comprehensive, technical discussion of how the project will provide on-site retention in compliance with the requirements of the LID Ordinance and LID Standards Manual (**BMC Section 9-3-414**).
 - a. Best Management Practices and control measures shall be prioritized in the

following order:

- i. On-site infiltration, bioretention, and/or rainfall harvest.
 - ii. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit.
39. New or Addition/Alteration construction projects within the City of Burbank are subject to MWELo review (**BMC Section 9-3-500**).
 - a. Full structure demolition and new construction are required to provide a full MWELo plan check set for review.
 - b. New or replacement landscape areas for residential and non-residential projects between 500 (new) and 2,500 (replacement) square feet requiring a building or landscape permit, plan check, or design review will be required to complete, either a Performance or Prescriptive Compliance Method.
 40. The property shall comply with accessibility requirements for the various occupancies as stated in California Building Code Chapter 11. Accessibility regulations apply to all common areas and pools and spas (**BMC Section 9-1-2 & CBC CH 11**).
 41. The parking layout will have to comply with City standards, including minimum turning radii for accessing parking stalls (**BMC Section 10-1-1401**).
 42. Separate Permits will be required for the following: (**BMC Section 9-1-1-105**).
 - a. Demolition
 - b. Grading & Shoring
 - c. Architectural & Structural
 - d. Mechanical
 - e. Plumbing
 - f. Electrical
 43. Deferral of any submittal items shall have prior approval of the City Building Official. The registered design professional in responsible charge shall list the deferred submittals on construction documents for review (**BMC Section 9-1-2 & CBC Section 107.3.4.1**).
 44. Screening will be required in accordance with **BMC Section 10-1-1113.1**.
 45. Grading and drainage plans will be required, and a separate Grading & Shoring Permit will be required. Geotechnical report to be submitted along with Grading & Shoring Permit Application (**BMC Section 9-3-403**).
 46. The City's mandatory Construction & Demolition Debris Diversion Ordinance requires the recycling and diversion of at least 65% of construction and demolition debris. A refundable deposit and non-refundable administrative fee will be collected prior to permit issuance. The Ordinance applies to all demolitions and to new construction, additions, remodels, renovation, tenant improvement and alteration projects over 500 square feet in scope of work (**BMC Section 9-1-11-1012**).

47. A stamped setback certification by a Licensed Surveyor will be required to certify the location of the new construction in relation to the setbacks prior to the first foundation inspection (**BMC Section 9-1-1-107**).
48. Plans submitted for plan check must be stamped by State-licensed architect or engineer unless the project is one of the following listed below and complies with conventional light wood frame construction requirements in the CBC: (**BMC Section 9-1-2R-R301.1.3.2**).
 - a. Non-structural or non-seismic storefronts, interior alterations, or additions.
49. Approved hours of construction are: (**BMC Section 9-1-1-105.10**).

Monday – Friday	7:00 am to 7:00 pm
Saturday	8:00 am to 5:00 pm

No construction is permitted by contractors or subcontractors after hours, on Sunday or on City holidays without prior written request and approval from the Community Development Department.

CDD – Transportation Planning Division

The City of Burbank Complete Streets Objective Development Standards (CSODS), adopted on July 27, 2023, establish objective standards to achieve and implement the goals of the Burbank2035 General Plan Mobility Element and Complete Streets Plan.

The Project occupies an entire block abutting the intersections of four Affected Streets: Orange Grove Ave., Glenoaks Blvd., Olive Ave., and Third St. Glenoaks Blvd. and Olive Ave. are Major Arterials, and Orange Grove Ave. and Third St. are Downtown Collectors. All four streets are Pedestrian Priority streets. Third St. and Orange Grove Ave. are Bicyclist Priority Streets. Given these factors, the following standards shall apply:

Sidewalk Width Standards (Section 2.2)

50. Pursuant to Table 2-2, the Project shall provide a 15-foot public right-of-way from property line to edge of curb, with a 10-foot pedestrian zone and a 4.5-foot furnishing zone improved with tree wells or a 9.5-foot pedestrian zone and a 5-foot furnishing zone improved with tree grates, and a 0.5-foot curb zone for the length of the property on all four Affected Streets (Orange Grove Ave., Glenoaks Blvd., Olive Ave., and Third St.). The Project shall provide any dedication necessary to achieve these dimensions. Existing trees shall remain in place. Project site plans shall be updated to show these right-of-way improvements.

Pedestrian Improvements (Section 3)

51. The Project shall reconstruct the curb at the northeast corner of Olive Ave. and Third St. per the criteria in Section 3.1. The Developer shall provide vehicle turning templates using AutoTURN Software or any software that complies with AASHTO Greenbook's vehicle movement design guidelines. (3.1)
52. The Project shall reconstruct the curb at the southwest corner of Glenoaks Blvd. and Orange Grove Ave. per the criteria in Section 3.1. The Developer shall provide vehicle

turning templates using AutoTURN Software or any software that complies with AASHTO Greenbook's vehicle movement design guidelines in future site plans (3.1).

53. The Project shall reconstruct the curb at the northwest corner of Glenoaks Blvd. and Olive Ave. per the criteria in Section 3.1. The Developer shall provide vehicle turning templates using AutoTURN Software or any software that complies with AASHTO Greenbook's vehicle movement design guidelines in future site plans (3.1).
54. Re-constructed corners shall provide a curb ramp at each pedestrian crossing at the intersection corner, in this instance a dual pedestrian ramp. Any construction or reconstruction of curb ramps must meet the requirements of the Americans with Disabilities Act (ADA) of 1990 and the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAA). Curb ramps shall be designed in conformance with the 2022 Caltrans Standard Plan A88A (3.2)
55. Reconstructed corners shall include curb extensions in conformance with Figures 5-12 through 5-19 in the Complete Streets Plan except where prohibited pursuant to Section 3.3. Required curb extensions shall be designed in accordance with the Highway Design Manual Chapter 300, Topic 303 – Curbs, Dikes, and Side Gutters (3.3).
56. Project site and associated street and sidewalk plans shall be updated to show these improvements as described in the conditions above.

Bicyclist Improvements (Section 4)

57. The Project is proposing 119,000 square feet of new mixed-use space combining office, institutional, and potentially other uses. Therefore, the Project shall provide a minimum of 119 bicycle parking spaces, with the ratio of long-term and short-term bicycle parking to be determined based on final project characteristics and subject to the determination of the Community Development Director (4.1.1).
58. The Project is removing all existing bicycle parking from the Community Services Building (CSB) site, equivalent to 24 long-term bicycle parking spaces, and undertaking new construction. Therefore, the CSODS bicycle parking standard shall apply to the square footage of the CSB, equivalent to 66,000 square feet. The Project shall provide a minimum of 66 bicycle parking spaces for the existing office space. Of these, 85% shall be long-term bicycle parking and 15% shall be short-term bicycle parking, with normal rounding to apply (4.1.1).
59. Use inverted U-shaped rack visible from the project site for short-term bicycle parking. Long-term bicycle parking must be indoors or in a weather-protected outdoor location not visible to passersby and only accessible to residents. Use one of the long-term bike parking types noted in the standards (4.1.2).
60. Third St. is a Bicyclist Priority Street with existing Class II bike lanes. The Project occupies 100% of the block face between Olive Ave. and Orange Grove Avenue. Therefore, the Project shall construct Improvement 1 (Class IV raised protected bikeway) along the length of the block face (4.2.3).

61. Orange Grove Ave. is a Bicyclist Priority Street with planned Class II bike lanes. The Project occupies 100% of the block face between Olive Ave. and Orange Grove Avenue. Therefore, the Project shall, subject to technical feasibility, construct Improvement 1 (Class IV raised protected bikeway) or Improvement 2 (striped Class II bikeway) along the length of the block face (4.2.3).

Transportation Demand Management

62. As a nonresidential development of 100,000 square feet or more, the Project shall comply with all subsections of BMC Section 10-1-2304(B) relating to Transportation Demand Management. Specifically, the project shall provide:
- a. A bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:
 1. Current maps, routes and schedules for public transit routes serving the site.
 2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators.
 3. Ridesharing promotional material supplied by commuter-oriented organizations.
 4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
 5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
 - b. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven (7) feet two (2) inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.
 - c. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
 - d. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
 - e. If determined necessary by the City to mitigate the project impact, bus stop improvements must be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit station/stops.
 - f. Safe and convenient access from the external circulation system to bicycle parking facilities onsite.

Pursuant to Article 25 of the Burbank Municipal Code Title 10, relating to the Burbank Center Overlay Zone, the project shall specifically consider Transportation Demand Management strategies detailed in BMC Section 10-1-2536, "Transportation Demand Management." These include, but are not limited to: flex time and modified work schedules, vanpool programs, carpools, transit ridership and bus operations, satellite parking, non-vehicular commuting, parking management, merchant transit incentives, and telecommuting.

Pedestrian-oriented Design

63. Applicant shall work with Burbank Fire, Public Works, and Community Development Departments regarding potential pedestrian-oriented designs including vehicle ingress/egress to the Project site and street fronting design that enhances the pedestrian experience along the Project site.

Public Works Department – Engineering Division

64. Show width and location of all existing and proposed easements [BMC Section 9-1-2-3203].
65. Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to California Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset, or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.
66. No building appurtenance for utility or fire service connections shall encroach or project into public right-of-way (i.e., streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans [BMC Section 7-3-701.1].
67. No structure is permitted in any public right-of-way or any public utility easements/pole line easements [BMC Section 7-3-701.1, BMC Section 9-1-2-3203].
68. All unused driveways shall be removed and reconstructed with curb, gutter and sidewalk [BMC Section 7-3-504].
69. Any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works EXCAVATION PERMIT is required. The excavation permit requires a deposit acceptable to the Public Works Director to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at:

<http://file.burbankca.gov/publicworks/OnlineCounter/main/index.htm>

Prior to Building Permit Issuance:

70. Off-site improvement plans within the public right-of-way must be submitted to Public Works separately for review and approval by the Public Works Director. All plans must follow the City of Burbank standard format, and as-built plans must be submitted on mylar paper.
71. Submit site drainage plans to Public Works Department for review. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC Section 7-1-117, BMC Section 7-3-102].
72. An address form must be processed [BMC Section 7-3-907].
73. Plans should include easements, elevations, right-of-way/property lines, dedication, location of existing/proposed utilities and any encroachments.
74. Submit hydrology/hydraulic calculations and site drainage plans to Public Works Department for review. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC Section 7-1-117, BMC Section 7-3-102].

Prior to Parcel Map Approval:

75. All off-site improvements must be completed prior to final Parcel Map approval.
76. Establish new centerline ties at all intersections affected or newly constructed as a result of this project, including N. 3rd Street & E. Orange Grove Avenue, E. Orange Grove Avenue & N. Glenoaks Boulevard, N. Glenoaks Boulevard & E. Olive Avenue, and E. Olive Avenue & N. 3rd Street, in accordance with City of Burbank standards and Los Angeles County guidelines.
77. All monuments must be set prior to finalizing and approving Parcel Map.
78. Applicant must submit a current title report for Public Works review.
79. Applicant must submit corner record sheets to the City of Burbank for review prior to final recording with LA County.
80. A tentative Parcel Map shall be submitted by the applicant for Public Works' review prior to processing the Parcel Map with the County of Los Angeles.

Prior to Certificate of Occupancy Issuance:

81. Provide verification from the City of Burbank, Building and Safety Division showing easements are cleared of all permanent structures after construction is completed.
82. Street pavement restoration limits shall be determined during the review and approval of the offsite improvement plans and public right-of-way excavation permits, in accordance with City of Burbank standards and the pavement restoration moratorium.
83. Applicant must re-stripe the resurface adjacent street areas and re-establish all traffic loops.
84. Remove and reconstruct any portion of sidewalk that is uneven or up-heaving fronting the property along N. 3rd Street, E. Orange Grove Avenue, N. Glenoaks Boulevard, and E. Olive Avenue per City of Burbank Standards. Contact the Public Works Inspection Office at (818) 238-3955 to have these areas identified after obtaining a Public Works Excavation permit [BMC Section 7-3-501].
85. Remove and reconstruct gutter fronting the property along N. 3rd Street, E. Orange Grove Avenue, N. Glenoaks Boulevard, and E. Olive Avenue per City of Burbank Standards.
86. Proposed new driveway approach along E. Orange Grove Avenue and N. Glenoaks Boulevard must be constructed per City of Burbank Standards.
87. Remove and reconstruct sidewalk fronting the property along N. 3rd Street, E. Orange Grove Avenue, N. Glenoaks Boulevard, and E. Olive Avenue per City of Burbank Standards.
88. All proposed driveways shall be constructed per City of Burbank Standards.
89. All proposed pedestrian ramps fronting the property shall be constructed in accordance with Caltrans Standard A88A and ADA requirements.

Public Works Department – Water Reclamation and Sewer

90. The location, depth, and dimensions of all sanitary sewer lines and easements must be shown on the plans.
91. Any outdoor plumbing fixtures open to the atmosphere that connects to the sanitary sewer system must have a permanent overhead enclosure to prevent storm water flows from entering the sanitary sewer system [BMC Section 8-1-501.1].

Public Works Department – Wastewater Requirements

92. An Industrial Waste Discharge Permit will be required [BMC Section 8-1-502 and BMC Section 8-1-503].

93. Under the current rate structure, pulling the Building Permit for the proposed development is subject to a Sewer Facilities Charge (SFC) estimated at \$94,771. The charge is due prior to issuance of a Building Permit [BMC Section 8-1-802 and BMC Section 8-1-806]. Please note that the occupancy square footage for certain portions of the proposed development were estimated due to a lack of certain details provided by the applicant. The SFC is subject to change depending on additional information that must be added to the plans, and/or any changes made to the proposed plans in the future.

SFC = Proposed Developments
= Library [\$0.826/SF * 45,000 SF] + Office [\$1.046/SF * 21,000 SF] + Community/Shared Space [\$0.826/SF * 17,000 SF] + Café/Restaurant [\$21.593/SF * 1,000 SF]
= \$37,170 + \$21,966 + \$14,042 + \$21,593
= \$94,771

It is the responsibility of the developer to show proof of the existing sewer usage or existing developments so that the proper credit can be given.

94. Every building or structure in which plumbing fixtures are installed, which conveys sewage must be connected to the municipal wastewater system [BMC Section 8-1-104].
95. No person shall connect to or tap an existing public sewer without obtaining a permit [BMC Section 8-1-301].
96. A maintenance hole must be installed at the connection point to the City sewer main for any newly proposed private sewer lateral connection(s) that are greater than or equal to 8-inches in diameter [BMC Section 8-1-308] per Standard Drawing BSS-201-2 located in the 2012 edition of Standard Plans for Public Works Construction.
97. Pollutants, including construction debris, soil, and other discharges, are prohibited from entering the City's sewer collection system [BMC Section 8-1-501.1]. Discharges that exceed the local limits per BMC Section 8-1-501.4 are prohibited. In addition, the applicant shall not obstruct or damage any part of the City sewer system, and shall reimburse the City for sanitary sewer overflows and the reasonable costs of necessary maintenance and/or repair of the sewer system [BMC Section 8-1-311]. As such, it is required that all existing private sewer laterals are capped prior to any demolition activities.
98. Food Service Establishments (as defined in BMC Section 8-1-102) are required to install, operate, and maintain an approved type and adequately sized, remotely located and readily accessible grease interceptor, unless a conditional waiver is granted by the Director [BMC Section 8-1-502.2.E]. This project, due to the inclusion of a Food Service Establishment, will require a grease interceptor to trap, separate and hold grease from wastewater and prevent it from being discharged into the public sewer per the requirements above.
99. A backwater valve is required on every private sewer lateral(s) connected to a private building(s), unless it can be shown that all fixtures contained therein have flood level rim elevations above the elevation of the next upstream maintenance hole cover of the public sewer serving the property, or a conditional waiver is granted by the Director [BMC Section

8-1-313]. Please note that Public Works' Wastewater Division will not sign off on the Certificate of Occupancy until the owner/developer provides proof that the backwater valve(s) has been installed.

100. Landscape improvements need to take into consideration the location of sewer facilities to prevent tree/plant roots from entering/obstructing or damaging the sewer facilities. An obstructed or damaged sewer facility can result in a sanitary sewer overflow, costly repairs, costly fines, and costly claims. Therefore, it is required that either a minimum of 15 foot clearance (7.5 feet minimum on either side of the sewer pipe) for trees and large shrubs is maintained from the location of the City sewer main or private sewer lateral located in the public right of way. A 20-foot minimum clearance (10-feet minimum on either side of the sewer pipe) is preferred.
101. A Sewer Capacity Analysis (SCA) is required. The SCA shall analyze how the proposed project will impact wastewater flows and assess the ability of existing sewer lines to accommodate the proposed project in a peak wet weather scenario for all sewer reaches downstream/tributary to the property. The sewer study can be conducted by the applicant and submitted for review and approval by Public Works, or prepared by Public Works subject to a fee per the currently adopted Citywide Fee Schedule. Please note that if sufficient capacity does not exist, the Director will require the applicant to restrict discharge until sufficient capacity is available, or to construct a public sewer to provide sufficient capacity, or agree to pay a shared portion of the sewer infrastructure improvement costs with the City. The City may refuse service to persons locating facilities in areas where their proposed quantity or quality of sewage is unacceptable [BMC Section 8-1-301A and BMC Section 8-1-304].
102. The Project will be required to relocate the existing 8-inch and 10-inch City sewer main traversing through the project site into N. Glenoaks Blvd. and E. Olive Ave. The efforts involved with this relocation include but are not limited to the design and construction of the new sewer alignment. It will also be the responsibility of the Project developer to complete the sewer relocation before any demolition activities or construction of the proposed developments can begin. The sewer relocation plans must be reviewed and approved by the Public Works Director or his/her designee. The minimum amount of City sewer main that will need to be relocated for the proposed project is approximately 800 linear feet, but please note that the City sewer main may also need to be upsized to increase capacity and/or there may be additional offsite sewer improvements (also requiring design and construction by the Project developer) pending the results of the SCA.
103. For any cooling tower(s) included in this project using recycled water, separate recycled water meter(s) will be required. A recycled water meter must be obtained and coordinated with Burbank Water and Power, located at 164 E Magnolia Blvd., Burbank, CA 91502 or by phone at (818) 238-3500.

Public Works Department – Stormwater Requirements

104. Any construction activity that results in soil disturbances greater than one acre is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order WQ-2022-0057-DWQ. Please refer to the following link for additional information:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wq_o_2022-0057-dwq.pdf

If the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the Construction General Permit.

105. Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy [BMC Section 9-3-407].
106. Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm drain system, provided appropriate Best Management Practices (BMPs) are implemented. Please see the attached Fire Suppression Systems discharge form and follow the requirements to comply when conducting the conditionally allowed non-storm water discharge.
107. Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's Low Impact Development (LID) ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.
108. Landscape irrigation discharges using potable or reclaimed/recycled waters are a conditionally allowed discharge per Table 8 of Final LA County MS4 Permit (Order No. R4-2021-0105), which can be found at:

[https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/public_docs/2022/1_Order\(ACC-RPSignature\).pdf](https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/public_docs/2022/1_Order(ACC-RPSignature).pdf)

109. Certain construction and re-construction activities within the City's transportation corridors (i.e., public streets, public alleys, public parkway areas, private streets, and private parking) will be subject to the City's Green Streets Policy requirements should the transportation corridor redevelopment area exceed 5,000 square feet. This policy can be reviewed at the following address:

http://file.burbankca.gov/publicworks/OnlineCounter/permits/app_docs_procedures/greenstreet/gspolicy.pdf

For questions on these requirements, please contact the City's Wastewater Division at (818) 238-3915.

110. Dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:
 - a. Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or
 - b. Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through ORDER NO. R4-2018-0125; page 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

Public Works Department – Traffic Engineering Division

111. All vehicular accessways to the street must be approved by the Public Works Director per BMC Section 10-1-1607.
112. Left-turn movements shall be prohibited onto Glenoaks Blvd from the project site. Access from the proposed parking garage onto Glenoaks Blvd shall be "right-turn only".
113. No vehicle accessway (i.e., driveway or curb cut) shall be located nearer than 30 feet to the ultimate curb lines of an intersecting street. [BMC Section 10-1-1602]
114. No driveway shall be provided with a curb cut of more than 30 feet in non-residential zones. The Public Works Director may permit a curb cut of not more than 38 feet in non-residential zones, if the adjacent parking area is provided with an internal circulation pattern requiring two (2)-way vehicular movement in the driveway. [BMC Section 10-1-1602]
115. Curb cuts on the same lot shall be separated by at least 20 feet of uncut curb. [BMC Section 10-1-1602]
116. Minor deviations from the foregoing standards may be authorized by the Public Works Director to accommodate the safe ingress and egress of vehicles. [BMC Section 10-1-1602]
117. All driveways and access road leading to parking areas shall be designed to accommodate turn path of Passenger Car (P) design vehicle per the AASHTO Greenbook with minimum 24' outer turning radius and 15' inner turning radius.

- 118. The slope of a driveway or driveway ramp shall not exceed a grade of 20% per BMC Section 10-1-1604.
- 119. Parking spaces shall be constructed per BMC Sections 10-1-1401, 10-1-1403, 10-1-1417, and 10-1-1606.
- 120. For Offices: Parking spaces shall have a minimum width of 8.5 feet and a minimum length of 18 feet. [BMC Section 10-1-1401]
- 121. For Commercial: Parking spaces shall have a minimum width of 9 feet and a minimum length of 18 feet. [BMC Section 10-1-1401]
- 122. ADA parking stalls shall be constructed per Caltrans Standard Plan A90A. Show striping for ADA accessibility aisle.
- 123. All paved areas used for parking, loading, or vehicle circulation shall be designed with adherence to accepted engineering principles for the largest type of anticipated vehicle loading to minimize future maintenance and safety hazards [BMC Section 10-1-1417(A)].
- 124. Turn areas and parking spaces adjacent to obstructions must be constructed per Burbank Standard Plan BT-400. Parking stalls adjacent to vertical obstructions shall be a minimum of 10' wide or columns shall have a minimum of 2 feet set back from the edge of access aisle per City Standard Plan BT-400.
- 125. End stalls shall be a minimum of 11 feet wide or an access aisle shall extend 3 feet beyond the bay per City Standard Plan BT-400.
- 126. Access aisle width for standard spaces shall be per Burbank Standard Plan BT-401 as follows:

STANDARD AUTOMOBILE ADJOINING ACCESS AISLE		SIZE SPACES
BASIC STALL WIDTH	ACCESS AISLE WIDTH	
8'-6"	27'-4"	
8'-8"	26'-8"	
9'-0"	25'-4"	
9'-4"	24'-0"	

- 127. Every commercial and retail parking space shall maintain a vertical height clearance of 8'-2" per Burbank Standard Plan BT-402.
- 128. Concrete curbs at least 6 inches high shall be installed to serve as wheel-stops for cars next to streets, sidewalks, buildings, and as protective edging for planting areas. [BMC Section 10-1-1417(D)(2)]

129. Loading spaces shall be so located and designed so that it shall not be necessary for vehicles using such space to back into a street. All loading spaces shall have a minimum depth of 30 feet from the property line when adjacent to a street. [BMC Section 10-1-1503]
130. Visibility of pedestrians, bicyclists, and motorists shall be ensured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility. [BMC Section 10-1-1417(F)]
131. Provide pedestrian circulation paths, to connect the on-site and off-site locations and features per BMC Section 10-1-627(M). Provide pedestrian paths to access on-site elevators and staircase/emergency exit doors.
132. Where pedestrian paths are adjacent to vehicular paths or roadways, there shall be a vertical separation element or grade separation between the pedestrian path and vehicular travel lane.
133. Pedestrian path across project driveway shall be in the public right of way. Corner cutoff requirements shall apply to any corner of the pedestrian path.
134. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 10' by 10' visibility cut-off at intersection of streets. [BMC Section 10-1-1303(A)].
135. No visual obstruction shall be erected or maintained above 3' high or below 10' high in a 5' by 5' visibility cut-off at intersection of street and driveway or alley and driveway. [BMC Section 10-1-1303(C)].

Burbank Water and Power – Water Division

136. Applicant shall submit the total domestic potable water demand of the proposed development project, in accordance with **§ 4.10 (a)** of the Burbank Water and Power Rules and Regulations for Utility Service.
137. Applicant shall submit a detailed Utility Plan showing the location, type (domestic, irrigation, and fire protection), and size of all existing and proposed water services, including but not limited to meters, service lines, valves, and any related appurtenances.

This information shall be provided in accordance with **§ 4.30(a)** of the Burbank Water and Power Rules and Regulations for Utility Service. The intent is to ensure all existing infrastructure is accurately documented and that proposed improvements are properly coordinated with existing conditions for review, permitting, and future maintenance purposes.

138. Applicant shall submit the Landscape and Irrigation Plans, including the total calculated water demand for irrigation, in accordance with **§ 4.30(a)** of the Burbank Water and Power Rules and Regulations for Utility Service. The plans shall clearly identify all proposed irrigation system components and associated water supply requirements to ensure proper sizing and coordination with existing utilities.

Please also note that several recycled water manholes are already in place within the project area, and the irrigation meter shall be located and installed accordingly within an appropriate accessible location.

In addition, the plans shall clearly show the new recycled water mains installed in 2023, including their alignment and connection points, to ensure proper coordination with the proposed irrigation system and avoid any conflicts with existing infrastructure.

139. Applicant shall request an estimate from the BWP Water Division for the installation of a new fire hydrant if required by the Fire Department. All applicable fees shall be paid by the Applicant prior to installation, in accordance with **§ 4.14(a)**, **§ 4.14(g)**, and **§ 4.31(e)** of the Burbank Water and Power Rules and Regulations for Utility Service.
140. Applicant shall request an estimate from BWP Water Division for the relocation of the existing fire hydrant(s), if required by the Fire Department. Applicant shall pay all fees prior to relocation hydrant, in accordance with **§ 4.14 (b)**, **§ 4.31** of the Burbank Water and Power Rules and Regulations for Utility Service.
141. Applicant shall obtain approval from the Burbank Fire Department regarding the appropriate fire service size and appurtenance selection prior to requesting an estimate from the BWP Water Division for installation of a new fire service line, if required by the Fire Department.

All applicable fees shall be paid by the Applicant prior to installation, in accordance with **§ 4.15** and **§ 4.31(e)** of the Burbank Water and Power Rules and Regulations for Utility Service.

142. Applicant shall install a pressure regulator to comply with the Building and Safety Division and the California Plumbing Code (CPC), since the static pressure in the potable distribution system exceeds 80 pounds per square inch (psi), in accordance with **§ 4.30 (k)** of the Burbank Water and Power Rules and Regulations for Utility Service.
143. Applicant shall request an estimate from BWP Water Division for the installation of proposed water service connections. Applicant shall pay all fees prior to installation of water services, in accordance with **§ 4.30 (a)** and **§ 4.31 (e)** of the Burbank Water and Power Rules and Regulations for Utility Service.
144. Applicant shall request an estimate from BWP Water Division for the abandonment of existing water service connections, if any. Applicant shall pay all fees prior to abandonment, in accordance with **§ 4.31 (d)** of the Burbank Water and Power Rules and Regulations for Utility Service.
145. Applicant shall install appropriate backflow prevention assemblies (BPA) for the domestic, and fire services to prevent objectionable substances from contaminating the public water supply system, mandated by the State Water Board's Cross-Connection Control Plan Handbook (CCCPH) under the Safe Drinking Water Act (SDWA). Applicant shall install the BPA's to comply with BWP standard drawing no. BWP-615, on Applicant's property, and as close as possible to the property line. Applicant shall pay a minimum \$50 plan check fee, in accordance with **§ 4.35** of the Burbank Water and Power Rules and Regulations for Utility Service. Reduced pressure principle (RP) are required for all potable domestic service connections, and double check detector assemblies (DCDA) are required for fire service connections.

146. Applicant shall use recycled water for irrigation/evaporative cooling and HVAC/industrial process water/dust control and compaction during construction/for the proposed development project. Applicant shall adhere to the application, installation and maintenance of recycled water facilities, in accordance with § 5.01 of the Burbank Water and Power Rules and Regulations for Utility Service.
147. Applicant shall request an estimate from the BWP Water Division for the installation of recycled water services if additional services are required. All applicable fees shall be paid by the Applicant prior to installation, in accordance with § 5.04(b) of the Burbank Water and Power Rules and Regulations for Utility Service.

Please note that several existing recycled water manholes do not currently have water meters installed and shall be evaluated as part of this request to determine appropriate metering requirements and service connections.

Burbank Water and Power – Electric Division

Plan Information

148. Comply with the latest Burbank Water and Power Rules & Regulations for Utility Service. The Rules are authorized by Burbank Municipal Code; Title 8, Chapter 2, Section 8.2 and are approved by the Council of the City of Burbank on an annual basis.
The Rules and Regulations can be viewed here:
<https://www.burbankwaterandpower.com/rules-and-regulations>.
149. Comply with the latest Burbank Water and Power Electric Specifications as authorized by the Burbank Water and Power Rules & Regulations for Utility Service. The latest Electric Specifications can be viewed at:
<https://burbankwaterandpower.com/electric/specifications>.
150. Developer shall be required to execute an Electrical Services Agreement with Burbank Water and Power prior to start of construction.
151. Plans must show proposed electric load for full build out and include space for padmount switch, transformer(s), and location of new meters/meter room.
152. The following information shall be included on the construction plans:
 - a. Location of the existing electric service panel
 - b. Dimensions/location of existing/proposed public improvements adjacent to project.
 - c. The width and the location of all the existing and proposed easements.
 - d. Fully dimensioned building elevations showing height of structure from natural grade.
 - e. Proposed location of the new electric service panel/meters.
 - f. Proposed location of any new pad-mounted electrical equipment.

153. Plan approval will not be given until an electric service confirmation is obtained. Contact BWP Engineering at (818) 238-3575. The plans must show pertinent information related to the method of service as specified on the confirmation.

Load Requirements (BWP Rules and Regulations 2.01(d), 2.01(j), 3.26 per BMC Section 8-2-203)

154. A load schedule and secondary service schematic will be required to determine the extent of the electrical load requirements. An electronic copy of a plot plan of the site, showing all the existing and proposed substructures, complying with BWP AutoCAD standards should also be provided to BWP Electrical Engineering to aid the electrical design. BWP will provide full comments after the electrical sheets are provided. A meeting should be scheduled between the developer, project architect, electrical engineer, and BWP Electrical Engineering early in the design stage of each phase of the project to discuss all the issues and to finalize the location of the facilities.
155. Loads below 5MVA will be fed from the existing system but will require upgrades to accommodate the new development, at the developer's cost.
156. Loads 5MVA or greater will require a new substation. The developer must provide the necessary space (a minimum of 125' x 80', with two 20' access roads on two sides), if a substation is required. Please contact BWP Engineering at (818) 238-3575 for details if the projected load will exceed 5MVA.

Substructure (BWP Rules and Regulations 2.50-2.53, 2.55, 2.80, 2.81 per BMC Section 8-2-203, General Plan Land Use Element Policy 4.11, 4.12)

157. Overhead BWP electrical facilities traversing or adjacent to the development are to be converted to underground at the developer's cost. The developer will be responsible for costs involved in converting existing overhead electric services to underground for any customers impacted by this underground conversion.
158. The proposed development will require the installation of pad-mounted switches and transformers. The pad-mounted switches will be looped on the line side.
159. The proposed development will require transformer and switch pads, which have a vault underneath them. No structures are allowed to be constructed underneath these vaults.
160. The installation of pad-mounted transformers and switches will require the use of a crane or boom truck. To facilitate this installation, a vertical clearance of 40' from the transformer or switch pad level should be maintained. Any design that would restrict vertical access clearance to a level below 40' shall be subject to BWP approval.
161. Provide a minimum 14' x 18' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each three phase pad-mount transformer facility.
162. Provide a minimum 10' x 17' clear accessible area at grade level on undisturbed soil with easy crane access 20-foot wide for each single-phase pad-mount transformer facility.

163. The proposed development will require the installation of 4' x 6' primary pull-boxes.
164. The proposed development will require the installation of 8' x 14' primary manholes.
165. Additional conduits may be required to provide for future needs.
166. The developer will provide 10' wide recorded easement for the new underground system from the property line to the switch and a minimum 27' x 15' clear accessible easement for a pad-mount switch. The developer's surveyor will provide a legal description of the easements, which will be reviewed by Burbank Water and Power and then processed at the Applicant's expense by the Community Development Department (contact 818-238-5250 for recording).
167. No permanent structures are allowed within any easement.
168. The developer's contractor will provide as-built drawings showing the exact location of underground substructure installed to serve the property.
169. All substructure work including transformer pads, switch pads, pull boxes, grounding systems, primary conduits and secondary conduits are the responsibility of the developer and shall be done in accordance with Burbank Water and Power drawings and specifications.
170. Any existing and proposed substructure on-site and off-site, which may affect the location of the new underground electrical system and any other improvements shall be identified and shown on the final plans in order to avoid a potential conflict with other substructure.
171. BWP will provide the following items at the developer's cost.
 - a. Construction drawings for all substructure work
 - b. Engineering support during construction
 - c. Inspection of the work performed by the developer's contractor to ensure the work is done per the plans provided by BWP and per BWP specifications
 - d. Installation of all transformers, switches, primary cables, and metering devices
 - e. Termination of the secondary cables at the transformer
172. The developer's contractor shall install secondary conduits, pull cable from the transformer to the switchboard, and terminate the secondary cables on the switchgear.
173. Depending on the location of the switchgear (whether it is outside or inside the building), secondary conduits and cables will be inspected and approved by both the BWP inspector and the Building Inspector (switchgear inside the building) or by the BWP inspector (switchgear outside the building). The Building Inspector will provide structural inspection of secondary conduits for compliance with the Building Code related to concrete encasements, fire walls, support of the conduit package, et cetera. The BWP inspector will inspect the amount and size of secondary conduits and cables.

Safety/Clearances

174. The developer's contractor is responsible for protecting any existing Burbank Water and Power facilities in place. Power poles must be protected in place to prevent any movement of the pole butt during excavation. Anchors must also be protected to prevent slippage or exposure that could result in the reduction or loss of holding power. If these requirements cannot be met, then no excavation will be allowed within three feet from the face of poles and five feet from anchors. (*BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC Section 8-2-203*)
175. The developer's contractor is responsible for protecting any existing Burbank Water and Power underground facilities from damage during construction. No crane-imposed loads will be allowed on any existing manhole or pullbox structures. (*California Government Code 4216, BWP Rules and Regulations 1.14, 2.01(e), 2.54 per BMC Section 8-2-203*)
176. Any excavation that restricts vehicular access to existing BWP facilities may require the relocation of such facilities prior to excavation at the developer's cost. (*BWP Rules and Regulations 1.12, 1.14, 2.01(e), 2.52(f), 2.54 per BMC Section 8-2-203*)

Aid-in-Construction

177. The Burbank Water and Power fees for providing electric service are Aid-in-Construction (AIC) charges set forth in Section 3.26 of the latest version of BWP's Rules and Regulations for Electric Service. AIC charges are to recover the actual cost of:
 - a) Providing and installing new facilities to serve the customer;
 - b) Conducting feasibility studies and engineering;
 - c) Relocating existing overhead or underground facilities.
178. A Customer or Developer requesting a new, upgraded or replacement metered electric panel will be charged a Capacity Charge based on the kVA demand of such new, upgraded, or replaced metered electric panels, which will be applied according to the current City of Burbank Fee Resolution. The kVA demand is calculated using the formulas per BWP Rules and Regulations 3.26(g).
179. Depending on local site conditions and the location of the project, AIC costs can vary widely from project to project. For reference, historical AIC costs, including Capacity Charge, for developments between 1 MVA and 5 MVA have ranged from \$1,100,000 - \$2,200,000 (2025 dollars) per MVA. For projects in this size range, BWP recommends performing a feasibility study early in the project to determine a proposed electrical route and a rough cost estimate.

180. If any portion of the existing BWP facilities needs to be upgraded or relocated due to the subject project, it will be done at the developer's expense.

Metering/Services (BWP Rules and Regulations 2.61-2.75 per BMC Section 8-2-203)

181. All electrical installations must conform to the Burbank Water and Power Rules and Regulations for Electric Service (latest revision).
182. Contact BWP Engineering at (818) 238-3647 (residential) or at (818) 238-3565 (commercial) if the existing service panel requires upgrading.
183. Service to the addition will be from the existing customer-owned facilities.
184. Relocate the existing service; to be determined once plans are submitted.
185. For multi-metered services all numbering must be completed in a permanent manner at all individual units and meter sockets before service can be energized. See BWP Rules and Regulations, Section 2.68 (c) for acceptable labeling (stenciling or riveted tags required, permanent marker is unacceptable). Contact Public Works Engineering for unit designations.
186. The service switchboard rating shall be limited to 3000 Amps. Five copies of EUSERC drawings of the switchboard shall be provided to BWP for approval prior to submittal to the manufacturer. Service shall not be energized unless these drawings are provided.
187. Outdoor meter locations are preferred. When adequate exterior wall space is not available, a separately locked, clearly labeled meter room is acceptable. All meter rooms must be located on the ground floor and have two exit doors equipped with panic hardware. At least one door must lead directly outside. BWP must be supplied with an access key to the room, which will be installed in a lock box adjacent to the door. The developer shall consult BWP for approved location and obtain a service confirmation prior to any installations.
188. All new metered services require a path for meter communications to BWP communication networks. Installation of meters that fail to continuously communicate with BWP communication networks will require additional BWP approved equipment to be installed at the developer's expense to create the appropriate communications path.

Street Lighting (BWP Rules and Regulations 3.19(c)4 per BMC 8-2-203)

189. The developer is responsible for the street lighting system traversing or adjacent to the project. The street light system is required to be underground fed with LED luminaires. If existing lighting conditions do not satisfy this requirement, modification will have to be made at the developer's expense. Standards and luminaries will be supplied by BWP at the developer's expense. A plot plan of the site must be submitted to BWP during the initial planning stage of the project for street light design.
190. Any construction that impacts existing streetlight standards or infrastructure will require relocation at the developer's cost.

Fiber/Communication

191. Burbank Water and Power offers high-speed, high-quality fiber optics-based services through its ONE Burbank program. Fiber service is available to the project if desired. To facilitate connection, a conduit should be installed between the electric meter room and the telecom/data MPOE. For further information, email support@oneburbank.com or call 818-238-3113.
192. Contact AT&T at (866) 577-7726 for any phone company facility conflicts. Contact Charter Communications at (818) 847-5013 for any cable T.V. facility conflicts.

Landscaping (BWP Rules and Regulations 2.52(i) per BMC 8-2-203)

193. Any trees planted in the area adjacent to the street/alley will be of a type that will not grow into the existing power lines and will also have sufficient clearance from the streetlight facilities.
194. All equipment locations and screening structures will be indicated on the plans and must meet the Community Development Department Equipment Screening Guidelines. The plans will include the proposed screening method, height of screening, material finish, and color or species of vegetation. All screen walls, which are a part of, or adjacent to, the proposed building will be shown on the building elevations. All screen walls detached from the building will be included as a separate elevation. Verification of submittal requirements and recommendations for screening requirements shall be by the CDD Director or their designee.
195. BWP landscaping requirements for transformer pads and switch pads:

Due to the natural maturation of trees and other landscaping elements, the following requirements are to be adhered to:

- a) New plantings within three feet of the back or sides of the pad and within eight feet of the front shall be of a groundcover type. This is considered the working zone.
- b) Outside of the working zone, shrubbery is acceptable within eight feet of the pads, but trees must be beyond an eight-foot radius to lessen future root conflicts.
- c) Landscaping grade shall be a minimum of five inches below the grade level of the top of transformer pads.
- d) All irrigation and sprinkler systems shall be constructed so that water shall not be directed onto the switch, the transformers, or the concrete pads. Additionally, surface water shall drain away from the concrete pads.

Landscape plans shall adhere to the above requirements, showing proper working clearances for electrical facilities on L-sheets.

Energy Efficiency

196. The electrical design shall comply with California Building Code Title 24 energy efficiency requirements and shall use, wherever practical, surge suppressors, filters, isolation transformers, or other available means to preserve a quality of power of its electrical service and to protect sensitive electronic and computer-controlled equipment from voltage surges, sags, and fluctuations. BWP also recommends the use of an uninterruptible power supply (UPS) and a standby generator for critical loads.
197. Power factor correction to a minimum of 90% will be requested to minimize kVA demand as well as energy use. The developer must use California Nonresident Building Standard to consider and implement energy efficient electrical equipment and devices for minimizing peak demand and wasteful energy consumption (***BWP Rules and Regulations 2.21 per BMC Section 8-2-203***).

Electric Vehicle Charging

198. Electric Vehicle (EV) parking capacity shall be in accordance with Title 24 building code requirements. Plans shall detail all planned EV charger installations as well as all EV capable parking spaces. The electrical service panel shall include capacity to simultaneously charge all EV capable parking spots at their full-rated amperage whether installed or not.
199. As part of our efforts to reduce greenhouse gas emissions, improve air quality, and enhance customer service, Burbank Water and Power's Electric Vehicle Charging program promotes the use of electric vehicles by providing rebates for the installation of Level 2 (240V) or DC (480V) charging stations. BWP also installs and maintains a public electric vehicle charging network, consisting of over 100 charging ports. New stations are added each year depending on budget and availability. For more information on the rebates and BWP's charging network, please contact Andres Azarian at 818-238-3868 or AAzarian@burbankca.gov. Additionally, information can be found at <https://www.burbankwaterandpower.com/electric-vehicles>.

Burbank Fire Department

200. The owner and the owner's architect and/or contractor are responsible for ensuring compliance with all applicable provisions of fire/life safety codes. Such compliances may include but are not limited to fire department access for firefighting, including fire department vehicle access, fire water supplies and appurtenances. Further reviews may require additional requirements or limitations as the project develops - FIRE SPRINKLER, FIRE ALARM, EMERGENCY VEHICLE ACCESS, YARD HYDRANT, UNDERGROUND FIRE WATER AND EMERGENCY RADIO COMMUNICATION SYSTEM PLANS SHALL BE HARD COPY DELIVERED TO THE BURBANK FIRE DEPARTMENT 311 E. ORANGE GROVE AVE. BURBANK CALIFORNIA 91502.
201. All noted information pertaining to the proposed Project shall be shown on plans submitted as part of the Fire Department review for approval.

202. All references are in accordance with the 2025 Edition of the California Fire Code (CFC) and the California Building Code (CBC) as amended by the Burbank Municipal Code.

Parks and Recreation Department

203. Submit landscape and irrigation plans prepared by a licensed landscape architect. Must comply with Municipal Water Efficient Landscape Ordinance (MWELO) requirements if over 500 square feet of landscape.
204. Street trees are required – tree protection zones are required and to be shown on plans. Tree protection zones required before and during all construction.
205. Contact Forestry for list of approved street trees if any need to be planted.
206. All street trees shall be a minimum of 24" box size in trees wells with a minimum dimensions of 5'-0" wide by 8'-0" long, if feasible, but no less than 4'-0" by 6'-0", depending on the tree species.
207. Trees in grass shall be installed with Arbor Guards.
208. Applicant to add the following note on the planting plan: Owner to install the street trees, they must contact the Forestry Supervisor, at (818) 238-5343, at least forty-eight (48) hours prior to installation. Failure to contact the City for inspection and installation may cause the removal and replacement at the owner's expense.
209. Tree wells are required for all proposed trees.
210. Irrigation bubblers are to be provided for the street trees.
211. Automatic controlled irrigation system to be provided to the parkway.
212. Project is subject to the Art in Public Places requirement (BMC 10-1-1114). The Developer/City shall comply with the City's Art in Public Places (APP) Program in accordance with Burbank Municipal Code Section 10-1-1114. This requirement means the Developer/City will be responsible for an APP Program obligation, which is a fee or an artwork installation equal to a percentage of the project's building permit valuation. The exact obligation amount will be calculated, broken down, and verified by City staff as part of the permitting process. You may contact Emin Yusufov (eyusufov@burbankca.gov), Megan Wilke (MWilke@burbankca.gov), and Grace Coronado (GCoronado@burbankca.gov) with any questions or to discuss next steps regarding this requirement.



Addendum to the Mitigated Negative Declaration for Planned Development No. 2002-2 with Development Review No. 2002-42

LEAD AGENCY:

City of Burbank

Community Development Department
Planning Division
150 North Third Street
Burbank, CA 91502

*Contact: Federico "Fred" Ramirez, Assistant Community Development Director
(818) 238-5250*

PREPARED BY:

Michael Baker International
3760 Kilroy Airport Way, Suite 270
Long Beach, California 90806

*Contact: Madonna Marcelo
(213) 627-1036*

April 2026

1.0 INTRODUCTION

On March 18, 2003, the City Council of the City of Burbank (City Council) adopted the Mitigated Negative Declaration for Planned Development No. 2002-2 with Development Review No. 2002-42 (2003 MND) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the establishment of a Planned Development for the Civic Center Master Plan. The project evaluated in the 2003 MND consisted of the redevelopment of the Civic Center block bounded by North Glenoaks Boulevard on the northeast, East Olive Avenue on the southeast, North Third Street on the southwest, and East Orange Grove Avenue on the northwest (encompassing 3.60 acres), as well as the southern corner of East Orange Grove Avenue and North Third Street (approximately 0.72 acre). This project proposed the demolition of institutional buildings and surface parking lots and the construction of a new Development and Community Services Building (DCSB), New Central Library, a new Administrative Services Building (ASB), a parking structure, and a public plaza (i.e., Approved Project). The 2003 MND analyzed the environmental impacts associated with the implementation of the Approved Project and determined that impacts would be less than significant with mitigation incorporated for the following issue areas: (1) construction air emissions; (2) indirect impacts to Burbank City Hall, a nationally-registered historical landmark located adjacent to the Approved Project Site; and (3) hazards to vehicular traffic during construction.; and (3) hazards to vehicular traffic during construction.

The City is now proposing modifications to the Approved Project by eliminating the ASB and expanding the New Central Library to accommodate the administrative office functions originally planned for the ASB. More specifically, the modifications would consist of development of a single building that would combine library and civic uses, while retaining the previously approved parking structure and open space (i.e., Revised Project).

In considering the approval for the Revised Project, the City of Burbank (City), as the Lead Agency pursuant to CEQA, is required to consider the environmental consequences of the Revised Project. This addendum addresses the environmental impacts of the Revised Project when compared to those of the Approved Project in accordance with the requirements of CEQA and the CEQA Guidelines.

2.0 STATUTORY BACKGROUND

In accordance with CEQA, when a Lead Agency considers further discretionary approval on a previously approved project, the Lead Agency is required to consider if the previously certified/adopted CEQA document provides adequate basis for rendering a decision on the proposed discretionary action. When making such a decision, the Lead Agency must consider any changes to the project or its circumstances that have occurred and any new information that has become available since the project's CEQA document was certified/adopted.

In accordance with CEQA Guidelines Section 15164(b), an addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for a subsequent negative declaration have occurred. Per CEQA Guidelines Section 15162, if substantial changes to a project or its circumstances occur or new information of substantial importance becomes available after adoption of a negative declaration, the Lead Agency shall prepare a subsequent negative declaration or subsequent environmental impact report (EIR). More specifically, CEQA Guidelines Section 15162(a) states:

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As stated above, an addendum to an adopted negative declaration may be prepared if only minor technical changes or additions to the adopted negative declaration are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for a subsequent negative declaration have occurred. The addendum need not be circulated for public review but can be attached to the adopted negative declaration (CEQA Guidelines Section 15164(c)).

This addendum evaluates the Revised Project to determine whether any of the conditions described in CEQA Guidelines Section 15162 calling for a subsequent negative declaration have occurred.

3.0 DESCRIPTION OF THE APPROVED PROJECT

Project Background

In June 1997, the City approved the Burbank Center Plan (BCP) and certified the EIR for the project. The 2003 MND, which was prepared for the Approved Project, tiered off the BCP EIR. This EIR looked at the development permitted in the BCP Area, including 10 opportunity sites, such as the Project Site (Opportunity Area 3). The BCP concentrated new development on these opportunity sites to present both flexibility and opportunity for several development options on

each site, depending on future needs and conditions. CEQA allows lead agencies to “tier” a negative declaration off a broader specific plan EIR, in which the EIR considered development allowed but did not focus on details of a specific project. Therefore, the 2003 MND considered specific details of the Approved Project that the BCP EIR considered only generally. Nonetheless, the BCP envisioned a much larger development than was proposed under the Approved Project (i.e., 350,000 square feet of mid-rise office versus 185,000 square feet of office/library), as described below.

Approved Project

As shown in Figure 1, the Approved Project proposed the construction of the following: a three-story, 66,000-square-foot DCSB; a two-story, 80,000-square-foot New Central Library; a five-level (including two underground levels), 500-space new parking structure; and 20,500 square feet of public plaza on the City block bounded by North Glenoaks Boulevard, East Olive Avenue, North Third Street, and East Orange Grove Avenue. The Approved Project also proposed the construction of a new two-story, 39,000-square-foot ASB with subterranean parking containing a minimum of 89 parking spaces on the City parcel located at the southern corner of East Orange Grove Avenue and North Third Street, which was occupied by the former Municipal Services Building and adjacent to Burbank City Hall.

In addition, the Approved Project proposed the narrowing of North Third Street adjacent to the Approved Project Site from 46 feet to 35 feet by eliminating one lane of motor vehicle traffic and widening the sidewalk by 5.5 feet on both sides of the street.

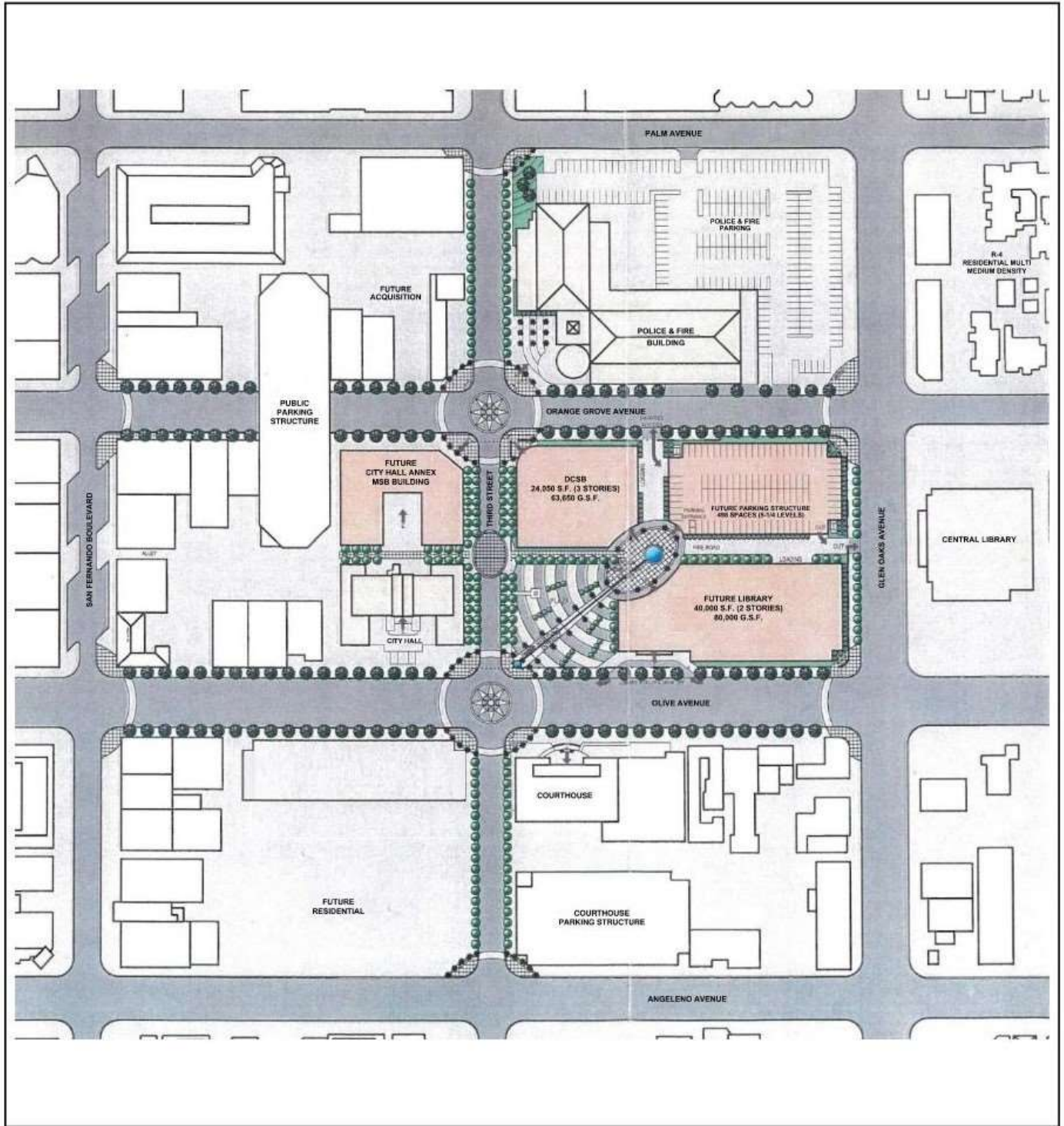
4.0 PROJECT DESCRIPTION

Existing Conditions

As shown in Figure 2, the Civic Center block is currently developed with the Community Services Building (CSB), which was proposed as part of the Approved Project (previously referred to as the DCSB) at the western corner of the block; the old ASB at the southern corner of the block; an existing vacant structure that was formerly occupied by a Wells Fargo Bank branch at the northern corner of the block; a small temporary trailer structure that is currently used by the Burbank Bike Angels along East Orange Grove Avenue between the CSB and the vacant structure; and surface parking areas for use by City offices and visitors in the remaining portions of the block.

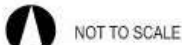
Revised Project

As shown in Figure 3, the Revised Project involves eliminating the new ASB that was proposed to be constructed immediately adjacent to City Hall at the southern corner of the intersection of East Orange Grove Avenue and North Third Street under the Approved Project and expanding the New Central Library proposed under the Approved Project to accommodate the administrative office functions originally planned for the proposed ASB. This proposed structure, now referred to as the Revised Project's New Library and Civic Center Building, would involve constructing a four-story, 119,000-square-foot building as compared to the two-story, 80,000-square-foot New Central Library and the two-story, 39,000-square-foot ASB under the Approved Project. As such, while the Revised Project proposes a taller single building, it would merely consolidate the two buildings under the Approved Project to combine the library and civic functions without increasing the square footage. In addition, the Revised Project would retain the parking structure proposed under the Approved Project at the northern corner of the Project Site; however, only four levels with 310 parking spaces are currently proposed as compared to the 5.25 levels with 500 parking



Source: Widom Wein Cohen O'Leary Terasawa, March 11, 2002

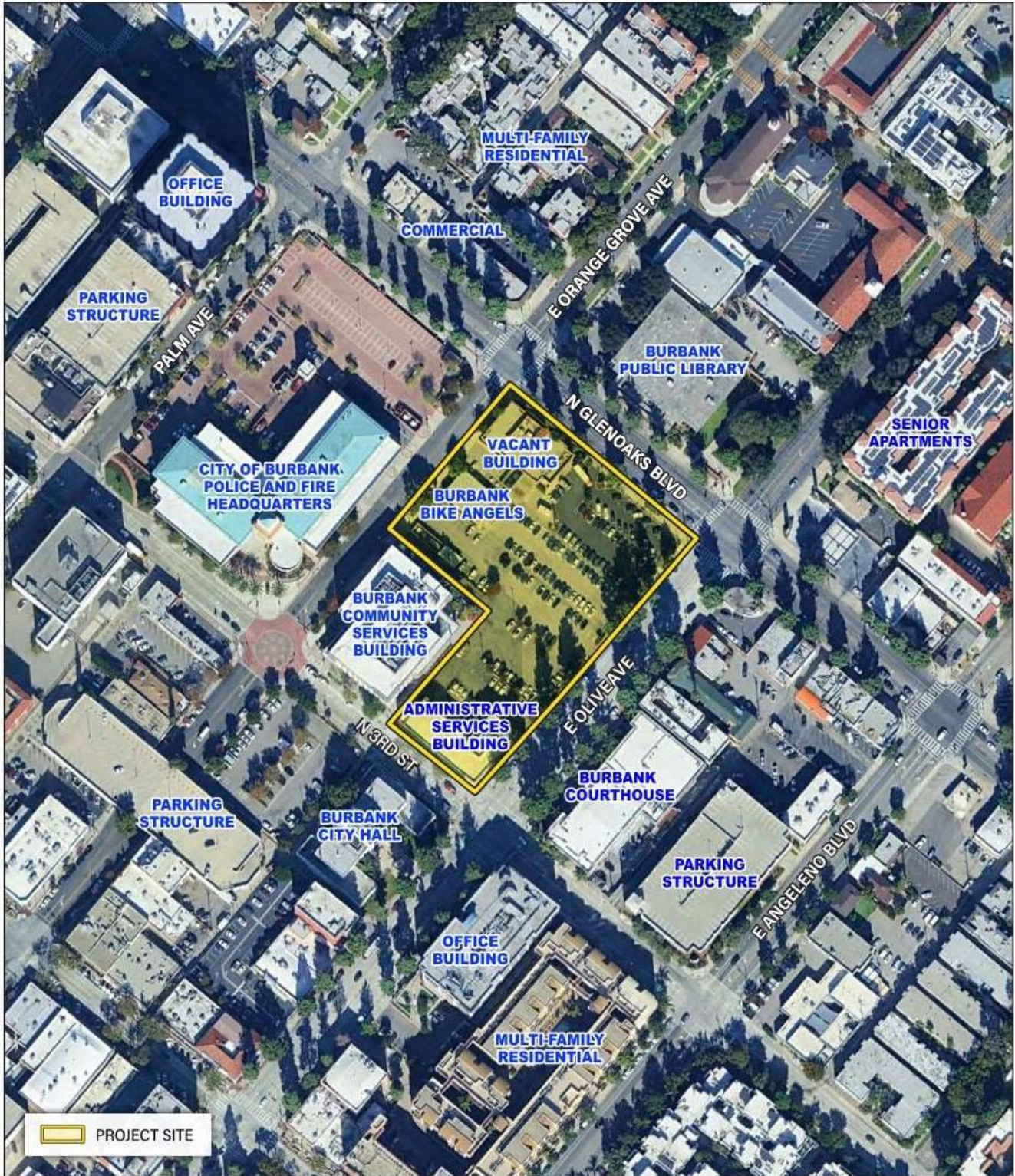
ADDENDUM TO THE MND FOR PLANNED DEVELOPMENT NO. 2002-2
WITH DEVELOPMENT REVIEW NO. 2002-42



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Approved Project Site Plan

Figure 1



Source: Google Earth Pro, February 2026

ADDENDUM TO THE MND FOR PLANNED DEVELOPMENT NO. 2002-2
WITH DEVELOPMENT REVIEW NO. 2002-42

Existing Uses on the Project Site and in the Surrounding Area

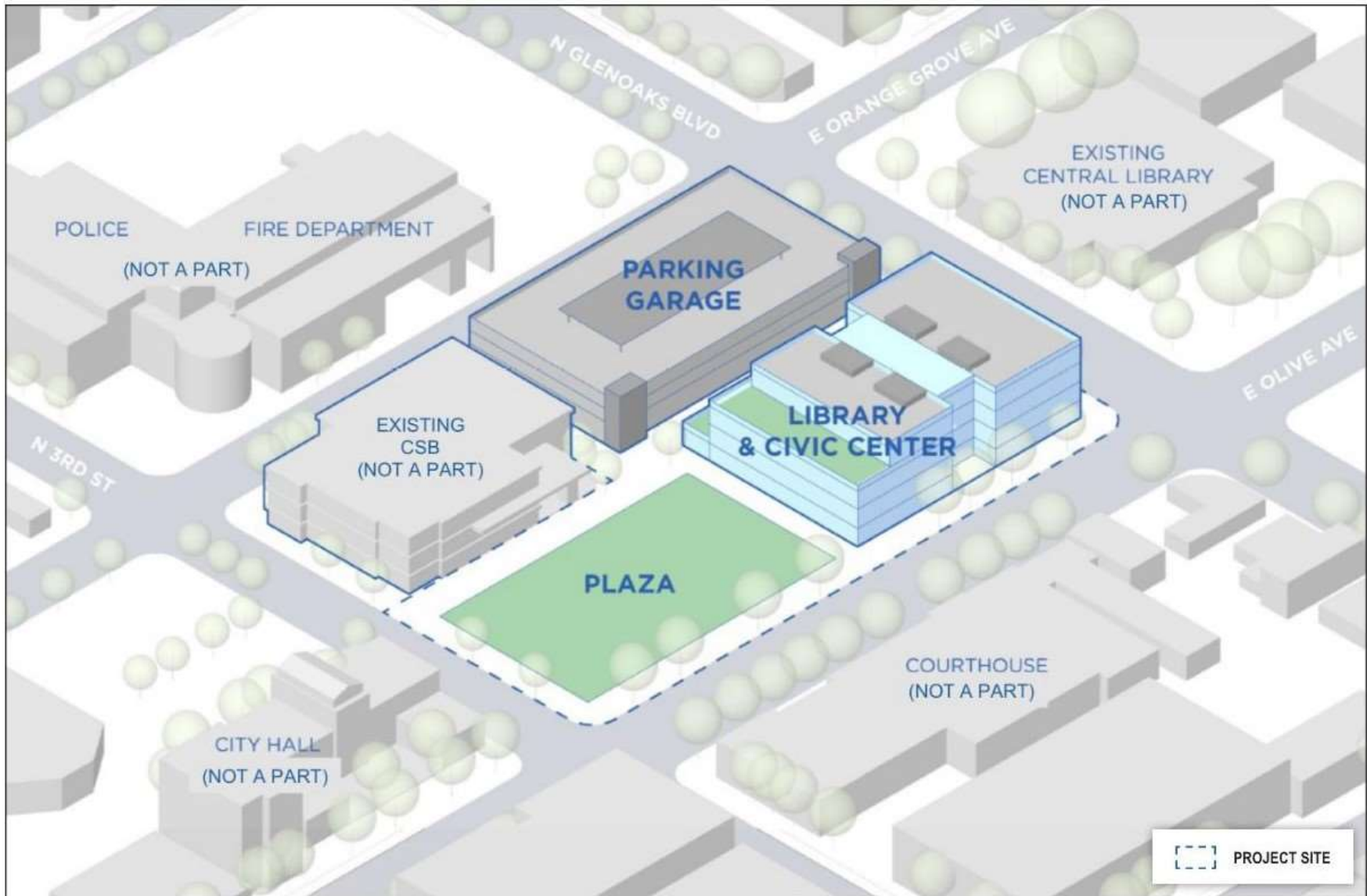
Figure 2

Michael Baker
INTERNATIONAL



NOT TO SCALE

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Source: MOCA Systems, Inc., December 2025

ADDENDUM TO THE MND FOR THE PLANNED DEVELOPMENT NO. 2002-2
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Revised Project Site Plan

Figure 3



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spaces proposed under the Approved Project. Similarly, the Revised Project would retain the public plaza proposed under the Approved Project at the southern corner of the Project Site; however, it would occupy a larger area as a 42,430-square-foot public plaza/open space is proposed as compared to the 20,500-square-foot public plaza proposed under the Approved Project. As with the Approved Project, the building heights proposed for the Revised Project's New Library and Civic Center Building and parking structure would be well under the 90-foot limit allowed by-right in the Civic Center area of the City Center Subarea of the BCP area. The Project would also require a parcel map to be processed in accordance with Burbank Municipal Code (BMC) Title 11 (Subdivisions) to build out the Project on new parcels within the Project Site that align with each component of the Civic Center Master Plan—the existing CSB building, new open space/plaza area, new library and civic center building, and new parking structure.

The Revised Project's New Library and Civic Center Building and parking structure would incorporate energy and water conservation features in compliance with the requirements of the California Green Building Standards (CALGreen) Code.

As with the Approved Project, Development Review will be processed for the proposed improvements on-site under the Revised Project to verify that the Revised Project would comply with all BMC requirements, Planned Development standards, and the associated conditions of approval.

5.0 ENVIRONMENTAL ANALYSIS

This section discusses the environmental factors potentially affected based on current information and the description of the Revised Project. The analysis presented herein compares the impacts in the adopted 2003 MND to those of the Revised Project, described above. Specifically, the following subsections address environmental topics that were evaluated in the 2003 MND to determine if the impacts of the Revised Project are similar to the impacts discussed in the 2003 MND or whether the Revised Project would result in new significant environmental effects, a substantial increase in the severity of previously identified significant effects, or new information of substantial importance. This section also presents the mitigation measures and/or conditions of approval from the 2003 MND that are applicable to the Revised Project.

5.1 AESTHETICS

According to the 2003 MND, the height of the approved DCSB was proposed to be approximately 61 feet above average grade, while the New Central Library, Parking Structure, and ASB were proposed to be approximately 30 feet, 35 feet, and 35 feet, respectively. The 2003 MND determined that these building heights would not have a substantial adverse effect on any scenic vistas or damage scenic resources. In addition, the 2003 MND concluded that the Approved Project would not significantly impact the aesthetics of the neighborhood or generate significant levels of light or glare. Compliance with the BMC required lighting for the Approved Project to be focused on the site and shielded away from surrounding properties, and the use of glare-producing building materials would be limited. Therefore, the 2003 MND concluded that the Approved Project would result in no impact on aesthetics.

Under the Revised Project, the previously proposed two-story, 35-foot-tall ASB would no longer be constructed adjacent to City Hall, whose architecture as a historic structure is considered a scenic resource by the City. The ASB's administrative service uses would instead be incorporated into the proposed structure located farther away near the North Glenoaks Boulevard/East Olive Avenue

intersection. The Revised Project's New Central Library and Civic Center Building would increase the height of the previously proposed New Central Library from two stories (30 feet) to four stories with heights ranging from 65 feet to 70 feet. As such, the height of the New Library and Civic Center Building would be comparable to the 61-foot tall CSB, which has already been constructed under the Approved Project. The New Library and Civic Center Building would continue to be located in an urbanized area, where scenic views of the Verdugo Mountains are not readily available from the Project Site. In addition, while the Revised Project would increase the height of the proposed parking structure near the North Glenoaks Boulevard/East Orange Grove Avenue intersection from 35 feet to 42 feet, the structure would remain reduced in scale when compared to the adjacent CSB. As described above and as with the Approved Project, the building heights proposed for the Revised Project's New Library and Civic Center Building and parking structure would be well under the 90-foot limit allowed by-right in the Civic Center area of the City Center Subarea of the BCP area. Furthermore, the Revised Project would expand the proposed plaza and open space from 20,500 square feet to 42,430 square feet, providing more open space and a greater setback of the proposed New Library and Civic Center Building from the historic City Hall building and enhance the visual character and quality to the Project Site. As with the Approved Project, the Revised Project would comply with BMC requirements related to light and glare, and the use of glare-producing building materials would be limited. Therefore, consistent with the determination in the 2003 MND, the Revised Project would not result in aesthetics impacts. As such, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the no impact determination in the 2003 MND.

5.2 AGRICULTURE RESOURCES

According to the 2003 MND, there are no agricultural resources in the vicinity of the Approved Project Site. The City of Burbank does not contain farmland resources or any land zoned for agricultural use. As such, the 2003 MND concluded that no impacts related to agricultural resources would occur under the Approved Project.

The Revised Project would eliminate the previously proposed ASB and incorporate its administrative service uses into the proposed New Library and Civic Center Building. The Revised Project would also retain the previously approved parking structure and public plaza with only modifications to their size. As with the Approved Project, the Revised Project Site does not contain any agricultural or farmland resources or any land zoned for agricultural use. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to agriculture resources that would affect the no impact determination in the 2003 MND.

5.3 AIR QUALITY

According to the 2003 MND, the City of Burbank, which is located within the South Coast Air Basin, consistently generated the highest levels of smog in the United States (U.S.). The 2003 MND determined that the Approved Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan and would comply with BMC trip reduction requirements, where applicable. Therefore, the 2003 MND concluded that the Approved Project would not conflict with applicable air quality plans.

However, the 2003 MND determined that construction of the Approved Project could result in short-term deterioration in air quality in the immediate vicinity of the Approved Project Site due to emissions from construction equipment and possible fugitive dust during grading and excavation. To reduce these impacts to a less-than-significant level, the 2003 MND identified mitigation measures consistent with the SCAQMD guidelines. With implementation of the following mitigation measures, the 2003 MND concluded that air quality impacts would be less than significant.

Mitigation Measures from the 2003 MND

1. The developer shall use energy efficient equipment that produces low particulate and nitrogen oxide emissions, when available.
2. The developer shall cease use of equipment during second and third stage smog alerts as issued by the South Coast Air Quality Management District.
3. The developer shall cease grading and water truck use during periods of high winds (greater than 25 mph).
4. The developer shall use a water truck during grading and excavation phases to control fugitive dust (twice per day at minimum).

In addition, the 2003 MND determined that operation of the Approved Project would not result in a net increase of criteria pollutants, contribute to a non-stationary source “hot spot,” expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors. Thus, no operational-related impacts were anticipated.

Under the Revised Project, the previously proposed ASB, including its subterranean and aboveground structure, would no longer be developed, while the scale of other proposed uses would slightly increase. As discussed in Section 4.0, the CSB has already been constructed under the initial phase of development of the Approved Project. As such, the overall duration and intensity of construction activities under the next phase of development as proposed under the Revised Project are not anticipated to exceed those of the Approved Project. Moreover, daily construction activities of the Revised Project would not be more intense than daily construction activities of the Approved Project. In addition, due to increasing construction equipment emission regulations, construction fleets in 2026 (consisting primarily of Tier III and Tier IV equipment) generate less emissions than those in 2003, as considered in the adopted 2003 MND. With implementation of applicable SCAQMD air quality requirements and the same mitigation measures proposed by the Approved Project, the Revised Project would result in similar or less daily maximum emissions during construction.

Regarding operation, the combined square footage of the previously proposed New Central Library (80,000 square feet) and ASB (39,000 square feet) would be the same as that proposed for the New Central Library Building (119,000 square feet) under the Revised Project. Accordingly, the Revised Project would not exceed the staff/occupant capacity of the Approved Project and associated vehicle trip generation as the Revised Project would simply consolidate the uses associated with the New Central Library and the new ASB under the Approved Project. In addition, as described above, the Revised Project’s New Library and Civic Center Building and parking structure would incorporate energy and water conservation features in compliance with the requirements of the CALGreen Code, which would be an improvement over the Approved Project as green building standards (developed in 2007) have greatly improved and become more stringent when compared to the building standards that were in effect in 2003 for the Approved

Project. As with the Approved Project, the Revised Project would comply with BMC trip reduction requirements. As such, the Revised Project's long-term operational emissions would not exceed those of the Approved Project, including those generated by energy usage and on-site area sources. Therefore, because (1) the Revised Project would be required to comply with air quality regulations and mitigation measures identified in the 2003 MND during construction, (2) there are no new sensitive receptors located adjacent to the Project Site, and (3) given the scale and duration of construction activities, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to air quality that would affect the determinations of no impact and less-than-significant impact with mitigation in the 2003 MND.

5.4 BIOLOGICAL RESOURCES

According to the 2003 MND, the Approved Project Site did not contain any apparent rare, threatened, endangered, special-status, or sensitive animal or plant species identified by the California Department of Fish and Game¹ or the U.S. Department of Fish and Wildlife,² as the site was located in a commercial area within an urbanized region. Additionally, the 2003 MND determined that no riparian or wetland habitats existed or could be impacted in the Approved Project area, and the Approved Project would not conflict with any adopted local, regional, or State policies, ordinances, or conservation plans. Therefore, the 2003 MND concluded that the Approved Project would result in no impact to biological resources.

The Revised Project would eliminate the previously proposed ASB and incorporate its administrative service uses into the proposed New Library and Civic Center Building. The Revised Project would also retain the previously approved parking structure and public plaza with only modifications to their size. These design changes would not alter the biological setting of the Project Site. As with the Approved Project, the Revised Project Site is located within a fully developed, urban commercial area that does not support any rare, threatened, endangered, special-status, or sensitive animal or plant species identified by CDFW or USFWS.³ The Project Site continues to lack riparian, wetland, or other sensitive habitat types, and the Revised Project would remain consistent with all applicable local, regional, and State biological resource policies and conservation plans. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to biological resources that would affect the no impact determination in the 2003 MND.

5.5 CULTURAL RESOURCES

According to the 2003 MND, the Approved Project was located on a developed site in an urbanized area that was not listed in the City's Historic Preservation Plan as a potentially

¹ California Department of Fish and Game is currently known as the California Department of Fish and Wildlife (CDFW).

² U.S. Department of Fish and Wildlife is currently known as the U.S. Fish and Wildlife Service (USFWS).

³ For the Revised Project, a desktop literature (i.e., California Natural Diversity Database and iNaturalist) and photographs review was conducted to verify that the Project Site and the surrounding areas do not support any sensitive species. Since there are no riparian areas on the Project Site and in the immediate vicinity, no suitable habitat to support the least Bell's vireo is present to result in any impact to this species. With regard to bats, the street trees along the perimeter of the Project Site and immediate vicinity do not have overgrown, thick canopies in which bats could roost; as such, the potential for bats to occur on-site or utilize the street trees is not anticipated. With regard to the monarch butterflies, photographs associated with the iNaturalist records were reviewed, but none showed any roost locations on the Project Site and in the immediate vicinity. In addition, the Project Site and the immediate vicinity are far inland to provide suitable roost for the winter.

significant site. The 2003 MND determined that there were no known sites or areas in the vicinity associated with archaeological or paleontological resources, ethnic cultural heritage, human remains, or religious or sacred uses. As such, the 2003 MND concluded that no related impacts would occur under the Approved Project.

With regard to historic resources, since the ASB was proposed for development immediately adjacent to Burbank City Hall, which is a nationally registered historic landmark, the City of Burbank Historic Preservation Commission would have been required to review and make recommendations to the City Council regarding the ASB design. The 2003 MND stated that the environmental review was based on the information available at that time and that subsequent review could be necessary upon the selection of the ASB's design. With implementation of such mitigation as related to the ASB design review process, the 2003 MND concluded that impacts to historic resources would be less than significant with mitigation.

Under the Revised Project, the previously proposed ASB would no longer be developed immediately adjacent to City Hall, and no other development is proposed at that location. As such, the mitigation measure under the Approved Project would no longer be required under the Revised Project, and impacts related to historic resources would not occur. In addition, with the elimination of the ASB and its subterranean parking, the overall ground disturbance required by the Revised Project would be reduced when compared to the Approved Project. The Revised Project would not require any additional ground disturbance than that proposed under the Approved Project. Accordingly, under the Revised Project, the impact determinations related to archeological resources, paleontological resources, ethnic cultural heritage, human remains, or religious or sacred uses would be consistent with those of the Approved Project. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to cultural resources that would affect the determinations of no impact and less-than-significant impact with mitigation in the 2003 MND.

5.6 GEOLOGY AND SOILS

According to the 2003 MND, the Approved Project Site is located within two miles of the Verdugo Fault and is on alluvial and alluvial fan deposits identified as Qyf2. The 2003 MND determined that the site is also located on a stable geologic unit with no known history of landslide, spreading, subsidence, liquefaction, or collapse. The 2003 MND noted that compliance with the Uniform Building Code would be required during project review and determined that the Approved Project would not expose people or property to geologic hazards, such as earthquakes, landslides, or similar hazards (e.g., seismic ground shaking; inundation; expansive soils) to any extent greater than what already existed on the site and in the surrounding area. Additionally, the 2003 MND stated that the Approved Project was located in Zone X of the Federal Emergency Management Agency (FEMA) Flood Map, an area determined to be outside of the 500-year floodplain. As such, the 2003 MND concluded that no impacts from these issues would be anticipated. Furthermore, the 2003 MND determined that the Approved Project would not result in soil erosion but could result in the loss of some soil during excavation. Nonetheless, the 2003 MND concluded that such impacts would be less than significant.

As with the Approved Project, the Revised Project would be located in an urbanized area that has been built out with civic uses, including the CSB, which has already been constructed under the Approved Project. The Revised Project would eliminate the previously proposed ASB, including

its subterranean structure, and would expand the New Central Library to accommodate those administrative functions and consolidate the uses originally proposed in the ASB and the New Central Library under the Approved Project into one building. The Revised Project would also retain the previously approved parking structure and public plaza with only modifications to their size. Similar to the Approved Project, as seismic issues are predominantly site-specific, these changes would not alter the Project Site's geologic context, result in the loss of a unique geologic feature, or exacerbate any existing geologic conditions on the Project Site. As with the Approved Project, the Project Site is not located within an Alquist-Priolo Earthquake Fault zone, remains in Zone X of the FEMA Flood Map, and is underlain by stable alluvial deposits with no documented landslide, liquefaction, subsidence, spreading, or collapse risks.^{4,5} Consistent with the Approved Project, the Revised Project would be required to comply with applicable seismic building standards under the California Building Code,⁶ as adopted by the City, including, but not limited to, those related to soil conditions, foundations, and building design. Furthermore, the Revised Project would comply with all applicable regulations and best management practices related to soil and erosion control during construction activities and would not be expected to result in soil erosion.

Because the Revised Project does not introduce new geologic constraints or increase the severity of geologic hazards, there are no material changes in circumstances. Implementation of the Revised Project would not result in any new significant or substantially more severe geology and soils impacts that would affect the determinations of no impact and less-than-significant impact in the 2003 MND.

5.7 HAZARDS AND HAZARDOUS MATERIALS

According to the 2003 MND, development of the Approved Project would not result in the release of hazardous materials or other hazardous conditions. The 2003 MND noted that an explosion or other hazardous conditions could occur during construction if natural gas or other pipelines were damaged or punctured; however, the 2003 MND concluded that, because the developer would be required to comply with all applicable City codes, the likelihood of such an incident would be eliminated. The 2003 MND stated that most construction work would occur outside of the public rights-of-way; therefore, significant impacts related to interference with an emergency response or evacuation plan were not anticipated. Any street excavation or other use or blockage of the public right-of-way would be required to conform to the Standard Specifications for Public Works Construction and the State of California Traffic Manual or other regulations as required by the City's Public Works Department at the time of permit approval. Additionally, the 2003 MND determined that the Approved Project would not result in the exposure to wildfire risk as the Civic Center area is not located in any fire hazard severity zones⁷ or potential hazards to airport/airstrip uses as there are none located within two miles of the Civic Center area. The Approved Project Site was not listed on the State of California Hazardous Waste and Substances Site list, and a

⁴ California Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation, <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>, accessed on February 6, 2026.

⁵ FEMA, National Flood Hazard Layer (NFHL) Viewer, FIRM Panel 06037C1345F, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>, accessed on February 6, 2026.

⁶ The Uniform Building Code was last published in 1997 and has been superseded by the International Building Code. The California Building Code (California Code of Regulations, Part 2 of Title 24) now includes the International Building Code, as well as California amendments.

⁷ California Department of Forestry and Fire Protection, Fire Hazard Severity Zones, <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>, accessed February 12, 2026.

“Phase 1 analysis” performed for a portion of the site (former Fire Department Headquarters at 353 East Olive Avenue) indicated that previous uses may have had only minimal impact on the environment and that any hazardous materials stored on-site appeared to have been stored properly. Therefore, the 2003 MND concluded that no impacts related to such hazards and hazardous materials concerns would occur.

The 2003 MND identified Bellarmine-Jefferson High School as the nearest school, located approximately 330 feet from the Approved Project Site. However, based on the details provided above and in the 2003 MND, the Approved Project would not be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. As such, impacts on schools related to hazardous materials were determined to be less than significant under the Approved Project.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. As with the Approved Project, the Revised Project would include limited use of hazardous materials that are typical of office and civic uses; these hazardous materials generally include, but are not limited to, cleaning solvents, painting supplies, pesticides for landscaping, and chemicals used for building maintenance, which are not considered significant hazards to the public or the environment. Project construction would likewise include limited hazardous substances, but use of those substances is also closely regulated and would be controlled. As with the Approved Project, the Revised Project would be required to comply with all applicable City building codes and safety standards, including requirements intended to reduce the likelihood of utility damage, accidental releases of hazardous materials, or other hazardous conditions. With regard to the previous use identified in the “Phase 1 analysis” referenced in the 2003 MND for the Approved Project, for further clarification, the case associated with the underground storage tanks (USTs) formerly located in the eastern portion of the Civic Center block was closed as of March 10, 2000; according to the closure report, a site investigation and remedial action for the USTs formerly located at 353 East Olive Avenue were completed.⁸ Any necessary work in the public right-of-way would continue to conform to the Standard Specifications for Public Works Construction and the State of California Traffic Manual, ensuring that emergency access and evacuation routes are maintained. The Project Site remains in a fully urbanized area that is not subject to wildfire hazards, and there are still no airports within two miles of the site. Therefore, no impacts related to the hazards concerns above would occur under the Revised Project.

While the 2003 MND identified Bellarmine-Jefferson High School as the nearest school, the school subsequently closed in 2019.⁹ Accordingly, under existing conditions, the nearest school to the Project Site is Saint Robert Bellarmine Elementary School, which is located approximately 630 feet to the northeast. As with the Approved Project, because the Revised Project would not introduce new hazardous materials uses, it would not pose a risk to nearby students, staff, or school operations. Any surrounding hazardous materials storage would continue to be properly regulated and contained in accordance with existing applicable regulations related to the

⁸ California State Water Resources Control Board, GeoTracker, Burbank Fire Station #11 (T0603702510), https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603702510, accessed February 11, 2026.

⁹ California Department of Education, California School Directory, Bellarmine-Jefferson High School, <https://www.cde.ca.gov/schooldirectory/details?cdscode=19643376934236>, accessed February 10, 2026.

transport, use, and disposal of hazardous materials, and impacts to schools would remain less than significant under the Revised Project.

Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts related to hazards or hazardous materials that would affect the determinations of no impact and less-than-significant impact in the 2003 MND.

5.8 HYDROLOGY AND WATER QUALITY

According to the 2003 MND, surface runoff and drainage impacts under the Approved Project would be reduced to a less-than-significant level through compliance with City-mandated codes and Regional Water Quality Control Board (RWQCB) regulations. The 2003 MND also stated that the Approved Project Site was not located within a 100-year flood hazard area or in an area prone to seiche, tsunami, or mudflow. The Approved Project was determined to be located in Zone X of the FEMA Flood Map, which is an area determined to be outside of the 500-year floodplain. Therefore, the 2003 MND concluded that the Approved Project would result in no impacts related to floodplains or flood flows.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. These design changes would not alter the site's hydrologic setting. The Project Site has been developed and is predominantly impervious prior to and since the publication of the 2003 MND, and, as such, similar to the Approved Project, the Revised Project would not deplete or interfere with groundwater supply or recharge. Buildout of the Revised Project would result in a similar amount of impervious surface area compared to that of the Approved Project. Accordingly, the flow rate and volume of stormwater runoff and discharges from the Revised Project would not exceed those considered for the development of the Approved Project. In addition, as with the Approved Project, the Revised Project would be required to comply with all applicable City requirements and RWQCB regulations regarding stormwater discharge, including, but not limited to, low impact development and control of stormwater flow and runoff. Accordingly, such impacts would remain less than significant under the Revised Project. In addition, the Project Site remains in an area mapped as FEMA Zone X, outside of areas prone to 100-year flood hazards, seiche, tsunami, and mudflow. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to hydrology and water quality that would affect the determinations of no impact and less-than-significant impact in the 2003 MND.

5.9 LAND USE AND PLANNING

According to the 2003 MND, the Approved Project would not physically divide an established community and was intended to complement the surrounding area, including Burbank's Downtown. The 2003 MND determined that the Approved Project would be consistent with the City's General Plan land use designation of City Center Commercial, which allows development of City offices and a public library. The property was zoned BCC-2 (Burbank Center Commercial Limited Business) and BCC-3 (Burbank Center Commercial General Business); however, the 2003 MND noted that a Planned Development process would be required to allow reduced

setbacks, landscaping, and other specific development standards proposed. Nonetheless, the 2003 MND concluded that the Approved Project would result in no impact related to land use and planning.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would also retain the proposed parking structure and public plaza with changes only to their size. While the building configuration, height, and square footage allocations would differ from the Approved Project, the Revised Project would continue to provide the same civic uses previously approved and would remain consistent with the City's General Plan and zoning designation. In addition, as with the Approved Project, the building heights proposed for the Revised Project's New Library and Civic Center Building and parking structure would be well under the 90-foot limit allowed by-right in the Civic Center area of the City Center Subarea of the BCP area. As with the Approved Project, Development Review will be processed for the proposed improvements on-site under the Revised Project to verify that the Revised Project would comply with all BMC requirements, Planned Development standards, and the associated conditions of approval. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to land use and planning that would affect the no impact determination in the 2003 MND.

5.10 MINERAL RESOURCES

According to the 2003 MND, the Approved Project was not expected to cause a loss in the availability of known mineral resources. No actual mineral resources were known to exist on the Approved Project Site, which is located in an urbanized area designated for non-mining compatible land uses. The 2003 MND identified that Approved Project Site as being located in an MRZ-3 zone (areas containing mineral deposits of which the significance cannot be evaluated) on the State of California Mineral Land Classification map. Therefore, the 2003 MND concluded that the Approved Project would result in no impact on mineral resources.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. These changes do not alter the mineral resource context of the Project Site. As with the Approved Project, the Revised Project Site remains within an MRZ-3 zone in an urbanized portion of the City that contains no known mineral resources and is not designated for mineral extraction. In addition, although Burbank2035 acknowledges that the City could be underlain by significant mineral resources, mining would not be feasible and that the City is not considered to be a potential future source for mineral resources.¹⁰ As such, the Revised Project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to mineral resources that would affect the no impact determination in the 2003 MND.

¹⁰ City of Burbank, Burbank2035: General Plan Open Space and Conservation Element, adopted February 19, 2013.

5.11 NOISE

According to the 2003 MND, the Approved Project would not result in the exposure of people to severe noise levels, other than minor and short-term occurrences during construction. The 2003 MND determined that short-term noise and vibration impacts from demolition, excavation, and construction activities could affect the surrounding residential and commercial properties; however, the 2003 MND determined that compliance with the City's adopted construction hours and the Building and Safety Division's imposed requirement to provide a barrier surrounding the construction site would reduce these construction impacts to less-than-significant levels.

Under the Revised Project, the previously proposed ASB, including its subterranean and aboveground structure, would no longer be developed, while the scale of other proposed uses would slightly increase. As discussed in Section 4.0, the CSB has also already been constructed under the initial phase of development of the Approved Project. As such, the overall duration and intensity of construction activities under the Revised Project are not anticipated to exceed those of the Approved Project. Moreover, daily construction activities of the Revised Project would not be more intense than daily construction activities of the Approved Project. In addition, as with the Approved Project, the Revised Project would adhere to City-permitted hours for construction activities and comply with the imposed requirement to provide a noise barrier surrounding the construction site. Therefore, construction noise and vibration impacts resulting from the Revised Project would not exceed the impact identified in the 2003 MND for the Approved Project.

During operation, when compared to the Approved Project, the Revised Project would provide a total of 310 parking spaces (190 fewer parking spaces in the proposed parking structure and elimination of 89 parking spaces in the ASB). The Revised Project would comply with BMC trip reduction requirements and would not exceed the staff/occupant capacity of the Approved Project and associated vehicle trip generation. Furthermore, the Revised Project would locate stationary noise sources, such as heating, ventilation, and air conditioning (HVAC) units on rooftops or within the proposed structure(s), in order to minimize on-site noise. Also, while the Revised Project would increase the proposed plaza/open space from 20,500 square feet to 42,430 square feet, the resulting noise from persons using the space would result in a negligible increase because the area would continue to consist of a civic plaza and passive, pedestrian-oriented open space. Therefore, operational noise impacts of the Revised Project would not exceed the impact identified in the 2003 MND for the Approved Project.

Additionally, as with the Approved Project, the Revised Project would not result in excessive noise levels within the vicinity of airport/airstrip uses as there are none located within two miles of the Project Site.

Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts related to noise that would affect the determinations of no impact and less-than-significant impact in the 2003 MND.

5.12 POPULATION AND HOUSING

According to the 2003 MND, the Approved Project involved demolition of institutional buildings and surface parking lots and construction of new City facilities. The Approved Project did not include development of residential units or the demolition of existing housing as no residential

units existed on the Approved Project Site. As such, the 2003 MND determined that the Approved Project would have no impact to population and housing.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. Although the Revised Project would modify the configuration and height of the proposed civic facilities, the proposed development would continue to consist solely of municipal and civic uses and would not result in the construction of dwelling units or result in a measurable increase in population from possible relocation of future employees of the Revised Project. Additionally, as with the Approved Project, since there are no housing units located on-site, the Revised Project would not remove or displace any existing housing units. Accordingly, the Revised Project would not directly or indirectly induce population growth that would exceed regional or local population estimates. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to population and housing that would affect the no impact determination in the 2003 MND.

5.13 PUBLIC SERVICES

According to the 2003 MND, the Approved Project would increase the availability of library resources within the City, and the proposed buildings would accommodate City offices located in on-site buildings proposed for demolition. The 2003 MND concluded that the Approved Project would have no impact on public services in the City.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. As with the Approved Project, the Revised Project would increase the availability of library resources within the City, and the proposed new building would accommodate the functions of the ASB that would be demolished as part of the Revised Project. The Revised Project would be served by existing public services and would not result in impacts to publicly-managed facilities, including those supporting fire and police protection services, schools, parks, libraries, and other public facilities. Accordingly, the Revised Project would not present unique or more difficult circumstances that would warrant any new or expanded public services or facilities. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to public services that would affect the no impact determination in the 2003 MND.

5.14 RECREATION

According to the 2003 MND, the Approved Project was expected to increase recreational facilities within the City through the development of the New Central Library and passive plaza at the northeastern corner of East Olive Avenue and North Third Street. These components of the Approved Project were anticipated to serve as amenities for users of nearby City facilities and surrounding properties. The 2003 MND concluded that the Approved Project would improve the overall environment of the Civic Center area and its vicinity and would have no adverse environmental impacts related to recreation.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. As with the Approved Project, the Revised Project would increase the availability of recreational facilities within the City through the construction of the passive plaza. As stated in Section 5.12. Population and Housing, the Revised Project would not directly or indirectly induce substantial population growth that would, in turn, increase in the use of neighborhood parks and recreation facilities. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to recreation that would affect the no impact determination in the 2003 MND.

5.15 STORMWATER

According to the 2003 MND, the Approved Project would be required to comply with all applicable regulations governing stormwater discharge. The 2003 MND determined that the Approved Project would not involve the use of any environmentally harmful or hazardous materials that could adversely affect biological systems or overall water quality. Therefore, the 2003 MND concluded that implementation of the Approved Project would have no impacts related to stormwater.

Under the Revised Project, the previously proposed ASB would no longer be developed directly adjacent to City Hall, and no other development would occur at that location. As discussed in Section 4.0, the CSB has already been constructed under the initial phase of development of the Approved Project. Compared to buildout of the remaining development proposed under the Approved Project, the Revised Project would result in a similar amount of impervious surface area. Accordingly, the flow rate and volume of stormwater runoff and discharges from the Revised Project would not exceed those anticipated from the development of the Approved Project. In addition, as with the Approved Project, the Revised Project would comply with all applicable regulations regarding stormwater discharge, including, but not limited to, soil and erosion control during construction, low impact development, control of stormwater flow and runoff, and hazardous materials use and disposal. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to stormwater that would affect the no impact determination in the 2003 MND.

5.16 TRANSPORTATION/TRAFFIC

The 2003 MND determined that construction of the Approved Project would result in substantial, but temporary, increases in truck and equipment traffic and short-term modifications to local vehicular circulation patterns. As such, the 2003 MND included mitigation measures requiring (1) signage and traffic personnel to control ingress/egress for construction vehicles and (2) construction worker parking management. With incorporation of these mitigation measures, traffic impacts on the street system were determined to be less than significant.

The 2003 MND identified that the BCP EIR had anticipated a substantially higher development intensity (i.e., 380,000 square feet of general office use and 50,000 square feet of library use) for the Approved Project Site and, thus, a higher trip generation. However, the BCP EIR had not required traffic-related capital improvements to maintain adequate levels of service (LOS) for

nearby intersections. As such, the 2003 MND concluded that no impacts related to LOS would occur under the Approved Project.

According to the 2003 MND, the Approved Project would not be expected to result in inadequate emergency access or create hazardous design features, and the City would implement corner-radius improvements at several intersections as required by the City's Public Works Department. The 2003 MND also analyzed the narrowing of North Third Street from 46 to 35 feet and found the change would not significantly affect traffic circulation, and the streetscape modifications (wider sidewalk, mid-block crossing, and narrowed roadway) were determined to improve pedestrian circulation. Furthermore, the Approved Project would be located within a transit-rich area with commercial uses within walking distance and would comply with transportation demand management and trip reduction requirements, such as rideshare/transit incentive programs. As such, the Approved Project would not conflict with policies supporting alternative transportation.

With regard to vehicle parking, parking requirements were evaluated for the phased development of the DCSB, ASB, and New Central Library under the Approved Project. The 2003 MND concluded that, although on-site parking could be reduced during early phases, adequate parking would remain available within the Downtown Parking District and on nearby City properties. At full buildout, the 2003 MND determined that the Approved Project would be expected to meet its parking demand, and parking impacts would be less than significant.

Finally, the 2003 MND concluded that the Approved Project would not affect air traffic patterns.

Mitigation Measures from the 2003 MND

1. During construction, ingress and egress of trucks and equipment from the site shall be noticed by appropriate warning signs and controlled by flagmen on duty throughout each work day as determined necessary by the Public Works Department.
2. During construction, all workers shall park on-site or within the designated area as approved under an encroachment permit. For those unable to park in these areas, an off-site parking location shall be provided and workers shall be shuttled to and from that site.

Under the Revised Project, the previously proposed ASB, including its subterranean and aboveground structure, would no longer be developed, while the scale of other proposed uses would slightly increase. As discussed in Section 4.0, the CSB has already been constructed under the initial phase of development of the Approved Project. As such, the overall duration and intensity of construction activities and resulting traffic under the Revised Project are not anticipated to exceed those of the Approved Project. The Revised Project would implement the same mitigation measures as the Approved Project to manage construction traffic, access, and parking to ensure that traffic impacts on the street system remain less than significant.

During operation, the Revised Project would generate trips based on 119,000 square feet of library and civic office uses. However, when compared to the Approved Project, the combined square footage of the previously proposed New Central Library (80,000 square feet) and ASB (39,000 square feet) would be the same as that proposed for the New Central Library Building (119,000 square feet) under the Revised Project. As described above, the 2003 MND identified that the BCP EIR had anticipated a substantially higher development intensity (i.e., 380,000 square feet of general office use and 50,000 square feet of library use) for the Approved Project

Site and, thus, a higher trip generation. Therefore, the Revised Project would not exceed the trip generation assessed for either the Approved Project or BCP EIR. Further, as neither the BCP EIR nor the Approved Project required traffic-related capital improvements to maintain adequate LOS at nearby intersections, the LOS-related impacts of the Revised Project would not exceed the no impact determination in the 2003 MND.

The Revised Project would also be designed to ensure that adequate emergency access and visibility of transit, bicycle, and pedestrian facilities are maintained. During construction of the CSB, North Third Street was narrowed to one lane in each direction, and the sidewalk on the east side of North Third Street between East Orange Grove Avenue and East Olive Avenue was widened by narrowing the street.¹¹ A Class II bike lane that was constructed as part of a separate project was also maintained with the CSB street improvements. The Revised Project would extend the widened sidewalk on the east side of North Third Street to East Olive Avenue consistent with the 2003 MND and the improvements constructed with the CSB, while maintaining the bike lane and travel lanes on North Third Street. As with the Approved Project, the Revised Project would provide a new corner radius¹² at the northeastern corner of East Olive Avenue and North Third Street and the southeastern corner of East Orange Grove Avenue and North Third Street. The Revised Project would not include any substandard circulation improvements or incompatible vehicle usage and, thus, would not increase traffic-related hazards. Furthermore, as with the Approved Project, the Revised Project would be sited within a transit-rich area, with commercial uses within walking distance, and would comply with transportation demand management and trip reduction requirements, such as rideshare/transit incentive programs. As such, the Revised Project would not conflict with policies supporting alternative transportation.

The Revised Project would provide 310 spaces in the proposed parking structure, which would result in 190 fewer parking spaces than what were proposed in the Approved Project. However, the City prepared a shared parking analysis of the Revised Project that considered how parking demand generated from the specific uses within the Library, as well as the existing parking demand of the CSB and existing ASB, fluctuate throughout the day. Using parking rates and time-of-day occupancies from the Urban Land Institute and other parking sources, this shared parking analysis determined that the Revised Project would require a 358-space parking structure to meet the expected peak parking demand. Operation of the Revised Project would also shift all CSB and ASB employee parking to nearby City garages by restricting where City employees can park. Accordingly, although the Revised Project would only provide a 310-space parking structure on-site, these nearby City parking garages have sufficient parking capacity to accommodate the shift in employee parking and meet the overall expected parking demand in the Civic Center area. As with the Approved Project, the Revised Project would not affect air traffic patterns as no air space-related uses or tall structures are proposed, and no airport/airstrip uses are located within the vicinity of the Project Site.

¹¹ The 2003 MND studied narrowing North Third Street from 46 feet to 35 feet to provide one lane in each direction and widen the sidewalk by 5.5 feet. Construction of the CSB narrowed North Third Street and widened the sidewalk on the east side of Third by 2 feet instead of 5.5 feet. This change was to accommodate a striped Class II bike lane along North Third Street that was constructed subsequent to the 2003 MND. The remaining 3.5 feet of widened sidewalk was achieved by constructing the sidewalk within the CSB's setback.

¹² A corner radius or corner cutoff is a small radius or 45-degree cutoff of the intersection of two property lines at intersecting streets, usually required to ensure visibility at the intersection of two streets. BMC Section 7-3-106 requires developments located on corner lots to dedicate a 15-foot radius to "round off" the 90-degree intersection of two property lines.

Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts related to transportation or traffic that would affect the impact determinations of no impact, less-than-significant impact, and less-than-significant impact with mitigation in the 2003 MND.

5.17 UTILITIES AND SERVICE SYSTEMS

According to the 2003 MND, the Approved Project was not expected to substantially increase the demand for sewer or utility services. The Approved Project Site was already developed with City offices that were served by existing utility infrastructure. The 2003 MND noted that the Approved Project would continue to utilize these systems, with only limited upgrades or relocations required to comply with City requirements and policies. Based on these findings, the 2003 MND concluded that implementation of the Approved Project would have no impact on utilities and service systems.

The Revised Project would eliminate the previously proposed ASB and would expand the New Central Library to incorporate and consolidate those administrative functions and the library into one building. The Revised Project would retain the previously approved parking structure and public plaza with only modifications to their size. As the Revised Project would have similar characteristics and not increase the square footage of the development proposed under the Approved Project, the Revised Project would not result in an increase in demand for sewer or utility services and would continue to be served by existing utility infrastructure. Similar to the Approved Project, the Revised Project would be required to comply with City requirements and policies regarding any limited utility upgrades or relocations. Therefore, there are no material changes in circumstances, and implementation of the Revised Project would not result in any new significant or substantially more severe environmental impacts to utilities and service systems that would affect the no impact determination in the 2003 MND.

5.18 MANDATORY FINDINGS OF SIGNIFICANCE

According to the 2003 MND, the Approved Project would not adversely affect animal or plant life, would not eliminate examples of California history, and would not result in short-term environmental goals to the disadvantage of long-term environmental goals. The 2003 MND also noted that the BCP EIR had evaluated cumulative impacts associated with development in the Civic Center area, and the Approved Project would not directly or indirectly cause substantial adverse effects on human beings. Therefore, the 2003 MND determined that mandatory findings of significance would result in no impact.

Based on the analysis above, as with the Approved Project, the Revised Project would not adversely affect animal or plant life, would not eliminate examples of California history, would not result in achieving short-term environmental goals to the disadvantage of long-term environmental goals, would not result in increased cumulatively considerable impacts, and would not directly or indirectly cause substantial adverse effects on human beings. Therefore, the Revised Project would not change the conclusions in the 2003 MND, and there would be no mandatory finding of significance.

6.0 CONCLUSION

CEQA Guidelines Section 15164(b) states that the Lead Agency shall prepare an addendum to a previously adopted negative declaration if only minor technical changes or additions are

necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent negative declaration have occurred. The revisions to the Approved Project (i.e., Revised Project) described above do not result in significant modifications or have any occurrences within the conditions described in CEQA Guidelines Section 15162. In addition, the impact comparison provided above demonstrates that no new potentially significant impacts would occur and that no substantial increase in the severity of impacts would occur upon implementation of the Revised Project.

On the basis of the evaluation contained in this document, there are no changes in the Approved Project or the circumstances under which the Revised Project is being undertaken or any new information of substantial importance that was not known to the Lead Agency at the time the 2003 MND was adopted that trigger any of the conditions identified in CEQA Guidelines Section 15162, which would require a subsequent CEQA document. Therefore, pursuant to CEQA Guidelines Sections 15162 and 15164, this addendum has been prepared to document the changes to the adopted 2003 MND for the Revised Project to explain the Lead Agency's decision not to prepare a subsequent CEQA document or a new MND.

MITIGATION MEASURES

The mitigation measures from the 2003 MND that are applicable to the Revised Project are presented below. No new mitigation measures are required as a result of implementing the Revised Project. The City of Burbank (inclusive of the Community Development Department and the Public Works Department), as the CEQA lead agency, is responsible for monitoring the implementation of the following adopted mitigation measures:

AIR QUALITY

1. The developer shall use energy efficient equipment that produces low particulate and nitrogen oxide emissions, when available.
2. The developer shall cease use of equipment during second and third stage smog alerts as issued by the South Coast Air Quality Management District.
3. The developer shall cease grading and water truck use during periods of high winds (greater than 25 mph).
4. The developer shall use a water truck during grading and excavation phases to control fugitive dust (twice per day at minimum).

TRANSPORTATION/TRAFFIC

1. During construction, ingress and egress of trucks and equipment from the site shall be noticed by appropriate warning signs and controlled by flagmen on duty throughout each work day as determined necessary by the Public Works Department.
2. During construction, all workers shall park on-site or within the designated area as approved under an encroachment permit. For those unable to park in these areas, an off-site parking location shall be provided and workers shall be shuttled to and from that site.

Memo

Date: March 12, 2026

To: David Kriske, Assistant Community Development Director – Transportation, City of Burbank

From: John Muggridge, Kellie Dugdale, and Marie Bedogne

Subject: **New Burbank Library & Civic Center Parking Demand Study**

Introduction

This Memorandum presents the Parking Demand Study prepared for the New Burbank Library & Civic Center Project (“Project”) in Burbank, California. Fehr & Peers prepared a parking demand analysis which estimated future parking demand, as well as the size needed for a new on-site parking facility to be constructed. The analysis methodology utilized data from the Urban Land Institute’s (ULI’s) *Shared Parking, 3rd Edition*,¹ the Institute of Transportation Engineers’ (ITE’s) *Parking Generation Manual, 6th Edition*,² and the *2024 Downtown Burbank Parking Study*.³ Subsequently, Fehr & Peers analyzed how the parking demand generated by the Project (during and after construction) could be accommodated on-site or in other nearby Downtown Burbank public parking facilities to reduce the size of the on-site parking facility needed.

The Memorandum is organized into the following sections:

- Project Background
 - Existing Conditions
 - Project Description
- Parking Demand Analysis
 - Methodology
 - Results
- Conclusion
 - Construction Considerations

¹ *Shared Parking, 3rd Edition* (Urban Land Institute, 2020).

² *Parking Generation Manual, 6th Edition* (Institute of Transportation Engineers [ITE], 2023)

³ *Downtown Burbank Parking Study* (Fehr & Peers, 2024).

Project Background

Existing Conditions

Project Site

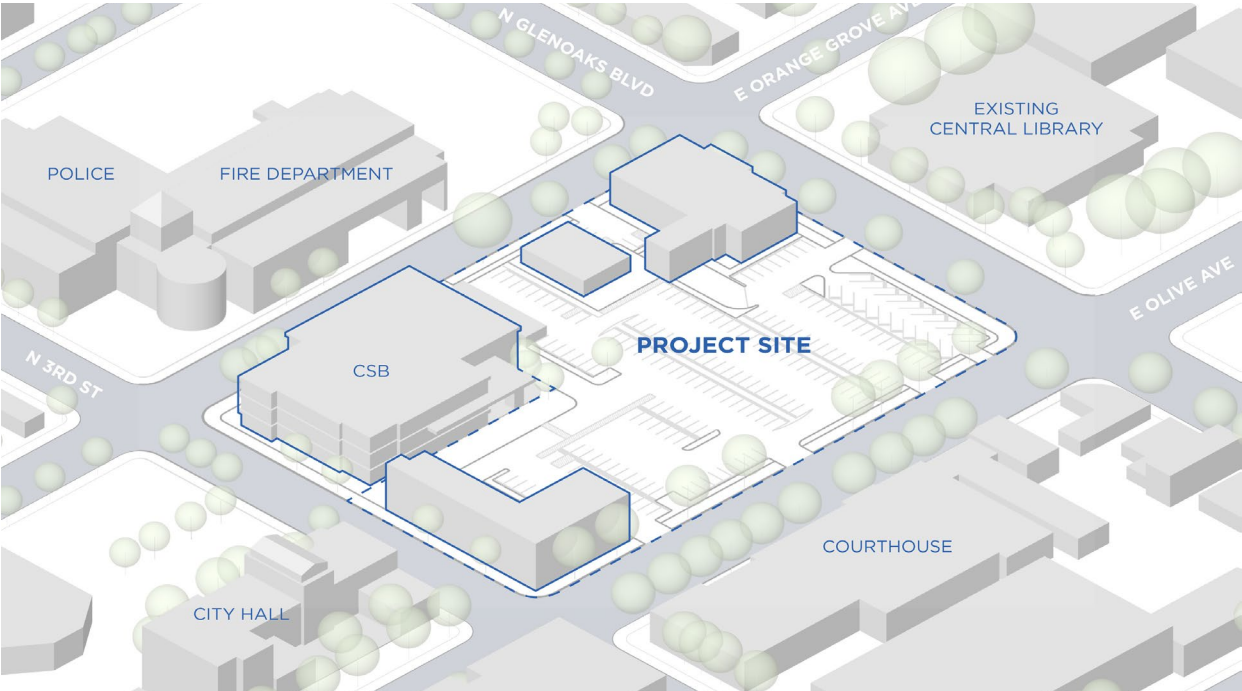
The Project site, commonly referred to as the Civic Center Block, is located in Downtown Burbank. The site is 157,000 square feet (SF) and bounded by North Glenoaks Boulevard, east Olive Avenue, North Third Street, and East Orange Grove Avenue. Currently, the Project site has a mix of civic buildings, surface parking, and the Community Service Building (CSB) which was built in 2008. **Table 1** provides details on the Project site’s current land uses and their respective sizes. **Figure 1** displays the existent Project site and adjacent land uses.

Table 1: Existing Project Site Land Uses and Approximate Size

Land Use	Approximate Size
Community Services Building (CSB)	66,000 SF
Associated Services Building (ASB)	26,000 SF
Parking Lot 13	145 spaces
Parking Lot 14	56 spaces

Source: Fehr & Peers, 2026.

Figure 1: Existing Project Site



Source: New Burbank Library and Civic Center Development Review Draft, MOCA Systems Inc. (2025)

Under the proposed Project, the existing parking lots and city-owned Associated Services Building (ASB) will be demolished and replaced by the New Burbank Library & Civic Center building and parking garage. The two parking lots that will be redeveloped (Parking Lots 13 and 14)⁴ provide permitted parking spaces for City employees, City vehicles, and City Directors that work in the CSB and ASB offices, and 2-hour parking spaces for their visitors. The CSB has been previously redeveloped and will remain as is. The Project site is located adjacent to the existing Burbank Library, City Hall, Courthouse, and Fire Department Headquarters.

Existing Library

The existing Burbank Library is adjacent to the Project site, across North Glenoaks Boulevard. **Table 2** provides details on the existing library’s characteristics.

Table 2: Existing Library Characteristics

Characteristic	Description
Hours of Operation	10:00 AM – 9:00 PM (Monday – Thursday) 10:00 AM – 6:00 PM (Friday – Saturday)
Visitor Peak Demand	10:00 AM – 12:00 PM (weekdays & weekends)
Monthly Visitors	13,000 visitors
Daily Staff	25 employees
Building Size	44,600 SF
Parking	45 spaces

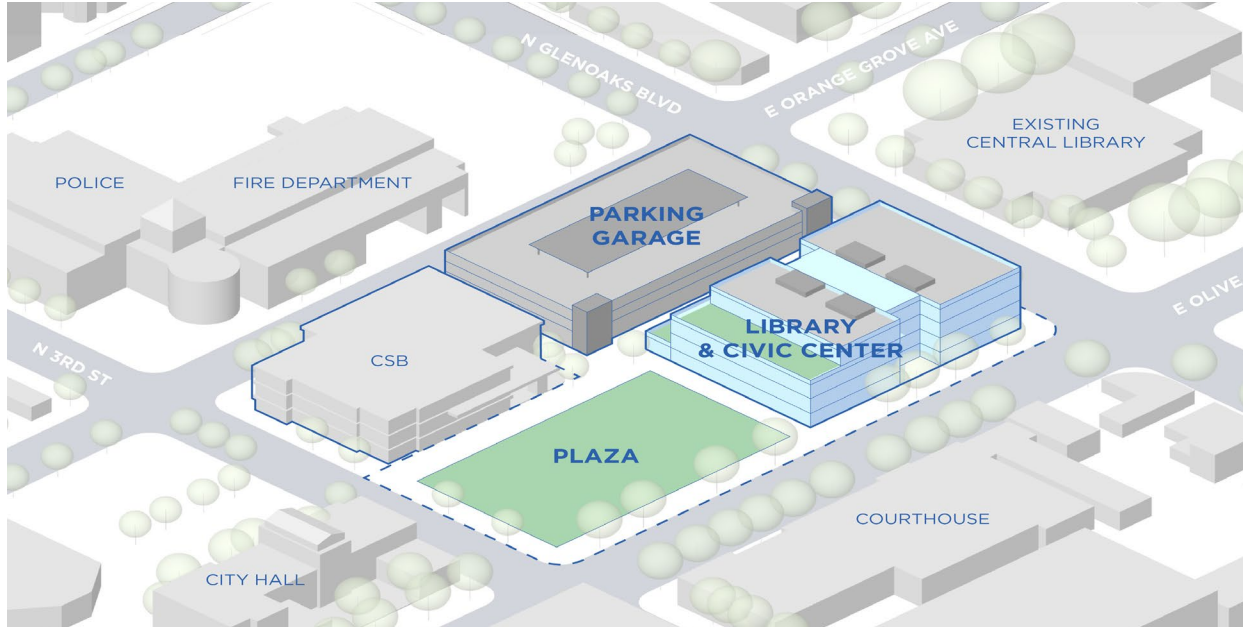
Source: Fehr & Peers, 2026.

The existing Burbank Library building does not include any uses other than the library, unlike what is proposed for the Project. The following section describes the changes proposed by the Project.

⁴ The numbering of the Project site parking lots was adapted from the labeling used in the *Downtown Burbank Parking Study* (Fehr & Peers, 2024) for consistency.

Project Description

Figure 2 below displays the proposed Project site plan which includes the New Burbank Library & Civic Center building, plaza, and parking facility in Downtown Burbank.



Source: New Burbank Library and Civic Center Development Review Draft, MOCA Systems Inc. (2025)

Table 3 below provides a detailed description of the land uses proposed for the Project site and states whether the uses proposed are replacing existing facilities or new developments on-site.

Table 3: Project Land Uses

Proposed Land Use	Description	New on-site? (Yes/No)
Library & Civic Center	Public library space with public meeting rooms and workspaces	Yes
ASB	City employee office space	No – replacing existing ASB
Parking Garage	Parking for visitors to the Project	No – replacing Parking Lots 13 & 14
Café	Public café with front and back of house space	Yes
Black Box Theater	Versatile and flexible performance space, used for special events	Yes
Special Event Space	Outdoor and indoor special event space	Yes
Open Space	Public plaza and open park space	Yes

Source: Burbank Library Test Fits, MOCA Systems Inc., shared with Fehr & Peers January 2026.

Note: Apart from the outdoor space and parking garage, all the land uses included will be in the same building.

Parking Demand Analysis

Methodology

Our parking demand analysis considered:

1. Parking demand generated by **the new land uses** added to the Project site, including:
 - a. New Burbank Library and Civic Center
 - b. Café
 - c. Black Box Theater
 - d. Special event space
2. Parking demand generated **by existing land uses**, which are currently accommodated by Parking Lots 13 and 14. These existing uses are:
 - a. Associated Services Building (ASB)
 - b. Community Services Building (CSB)

To determine the parking demand of the uses listed above, Fehr & Peers conducted a shared parking analysis. The shared parking analysis evaluates the extent to which multiple land uses can share the same parking supply at different times of day based on their respective daily parking demand patterns. This maximizes the utilization of the parking supply to most efficiently meet demand.

As such, our analysis estimates accommodate parking demand from the new and existing land uses, and considers how the differences in daily parking demand patterns between each land use can maximize the use of parking spaces provided, to minimize excessive parking.

Table 4 on the following page describes the methodologies and assumptions utilized to estimate future parking demand.

Table 4: Parking Demand Analysis Methodology

Land Use	Demand Patterns	Methodology
New Burbank Library & Civic Center, café, and public plaza	Peak demand in the AM on weekdays and weekends.	Demand estimated based upon the ULI <i>Shared Parking, 3rd Edition</i> methodology, ⁵ and <i>Parking Generation Manual, 6th Edition</i> ⁶
Black Box Theater and special event space	Peak demand reached when a special event occurs. Black Box Theater assumed to peak during events in the evening on weekdays and weekends.	Demand estimated based upon the ULI <i>Shared Parking, 3rd Edition</i> methodology ⁷ , using data from <i>Parking Generation Manual, 6th Edition</i> . ⁸
ASB & CSB	Peak demand in the AM.	Demand estimated based upon parking data for Lots 13 and 14 from the <i>Downtown Burbank Parking Study</i> . ⁹

Source: Fehr & Peers, 2026.

Note: Please see **Appendix A** for the land use inputs utilized as part of the ULI *Shared Parking, 3rd Edition* methodology.

Results

The following section presents the parking demand analysis findings. The findings are displayed in the following figures:

- **Figures 1 & 2:** Demand generated only by the New Burbank Library & Civic Center, café, and plaza.
- **Figures 3 & 4:** Demand generated by all new proposed land uses, including the special event spaces (New Burbank Library & Civic Center, café, plaza, Black Box Theater, and special event space).
- **Figures 5 & 6:** Demand generated by all new proposed land uses (New Burbank Library & Civic Center, café, plaza, Black Box Theater, special event space), and existing parking demand from Parking Lots 13 and 14 (ASB and CSB employees).

Figures 5 and 6 represent all the demand generated by the Project. **Figures 1–4** provide context on the demand generated by specific uses without the need to accommodate the existing ASB and CSB parking demand. As such, **Figures 1–4** build upon each other to display how different land uses impact the daily demand curve and ultimately the final parking demand and inventory of the future parking facility.

⁵ *Shared Parking, Third Edition* (Urban Land Institute, 2020).

⁶ *Parking Generation Manual, 6th Edition* (Institute of Transportation Engineers [ITE], 2023)

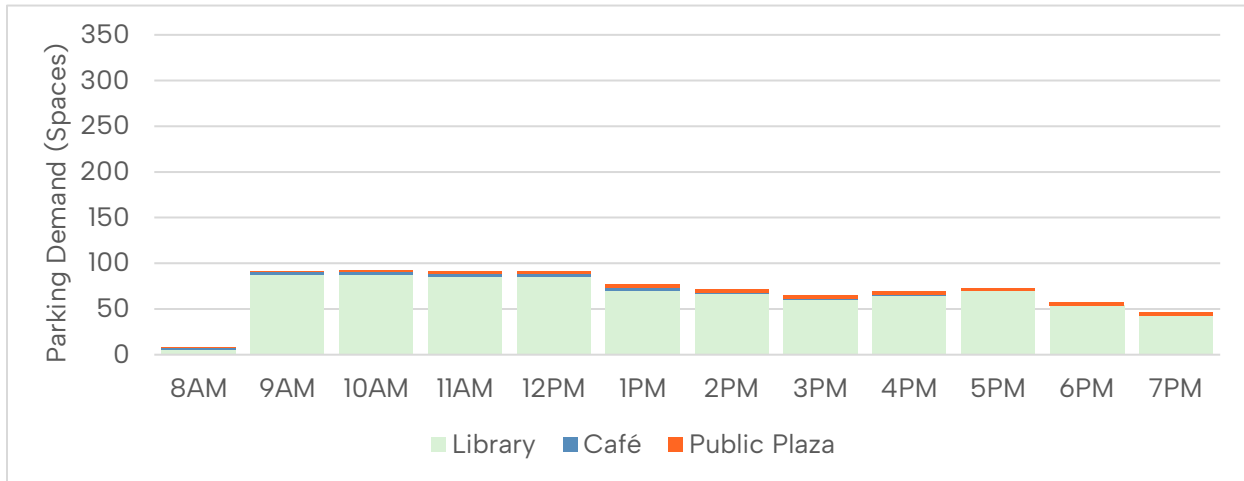
⁷ *Shared Parking, Third Edition* (Urban Land Institute, 2020).

⁸ *Parking Generation Manual, 6th Edition* (Institute of Transportation Engineers [ITE], 2023)

⁹ *Downtown Burbank Parking Study* (Fehr & Peers, 2024).

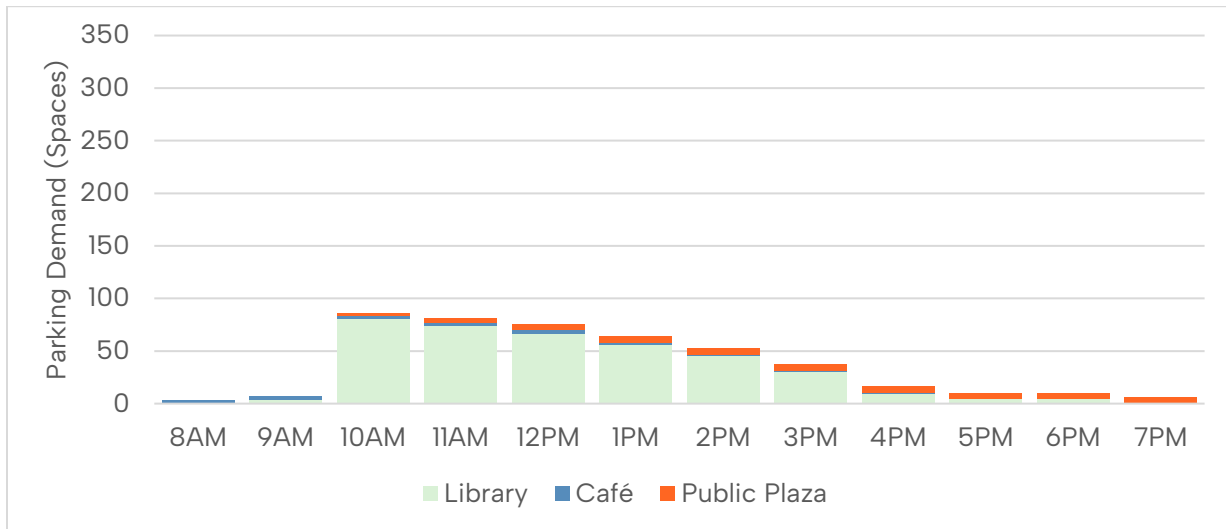
Figures 1 and 2 display the parking demand curves generated by the New Burbank Library & Civic Center, café, and plaza during the weekday and weekend, respectively. These figures reveal how the new land uses, with typical daily operations, would contribute to parking demand when there is not a special event taking place at the Black Box theater, the other special event spaces, or accommodation of existing ASB and CSB parking demand.

Figure 1: Weekday Parking Demand – New Burbank Library & Civic Center, Café, and Plaza



Source: Fehr & Peers, 2026.

Figure 2: Weekend Parking Demand – New Burbank Library & Civic Center, Café, and Plaza



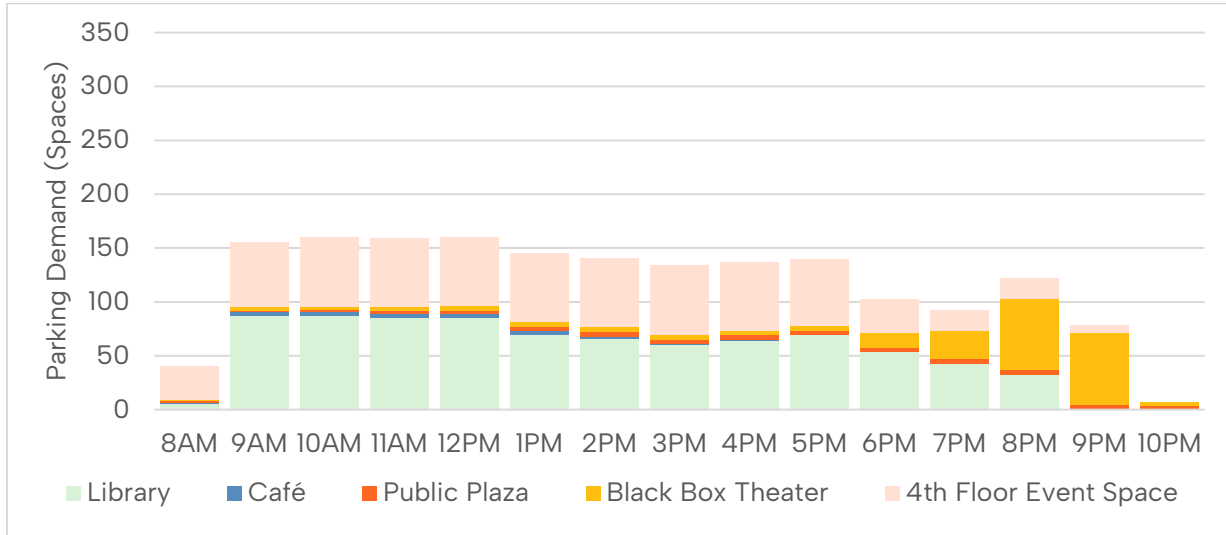
Source: Fehr & Peers, 2026.

Considering exclusively the New Burbank Library & Civic Center, café, and plaza, on a typical day when there is not a special event, the peak parking demand occurs at 10:00 AM on both weekdays and weekends, with a demand for 93 and 86 spaces, respectively.

Figures 3 and 4 display the parking demand curves generated by all the new proposed land uses (the New Burbank Library and Civic Center, café, plaza, **Black Box Theater, and special event space**)

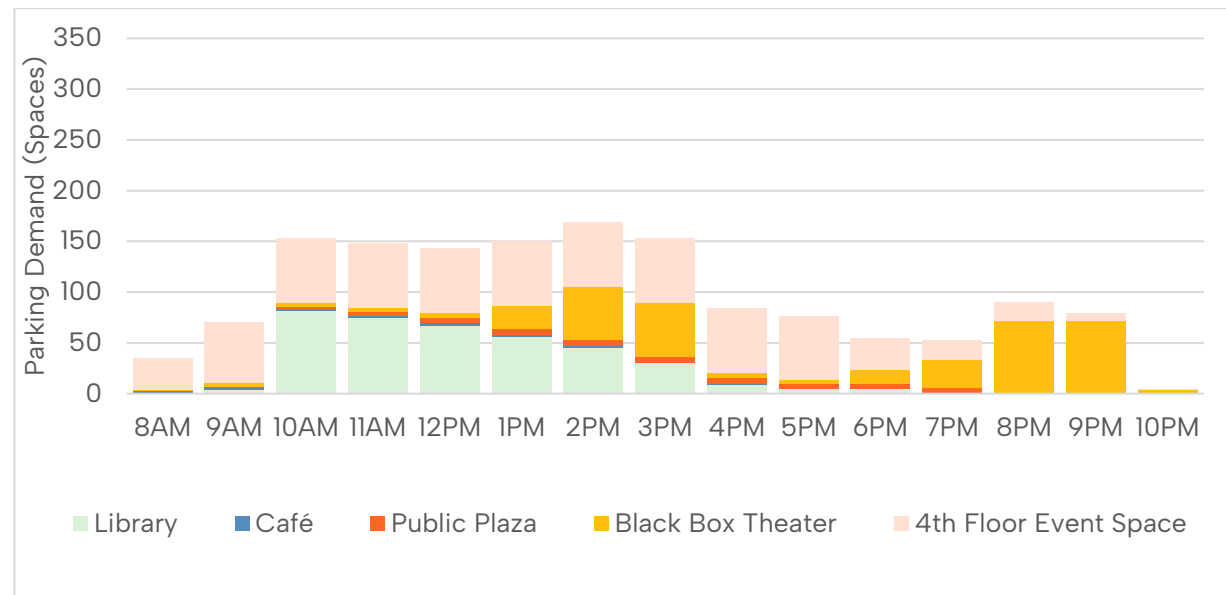
during weekdays and weekends, respectively. These figures present the parking demand that would occur during a special occasion in which the Black Box Theater and special event space are in use. However, this scenario does not consider the existing parking demand from Parking Lots 13 and 14.

Figure 3: Weekday Parking Demand – All New Proposed Land Uses



Source: Fehr & Peers, 2026.

Figure 4: Weekend Parking Demand – All New Proposed Land Uses

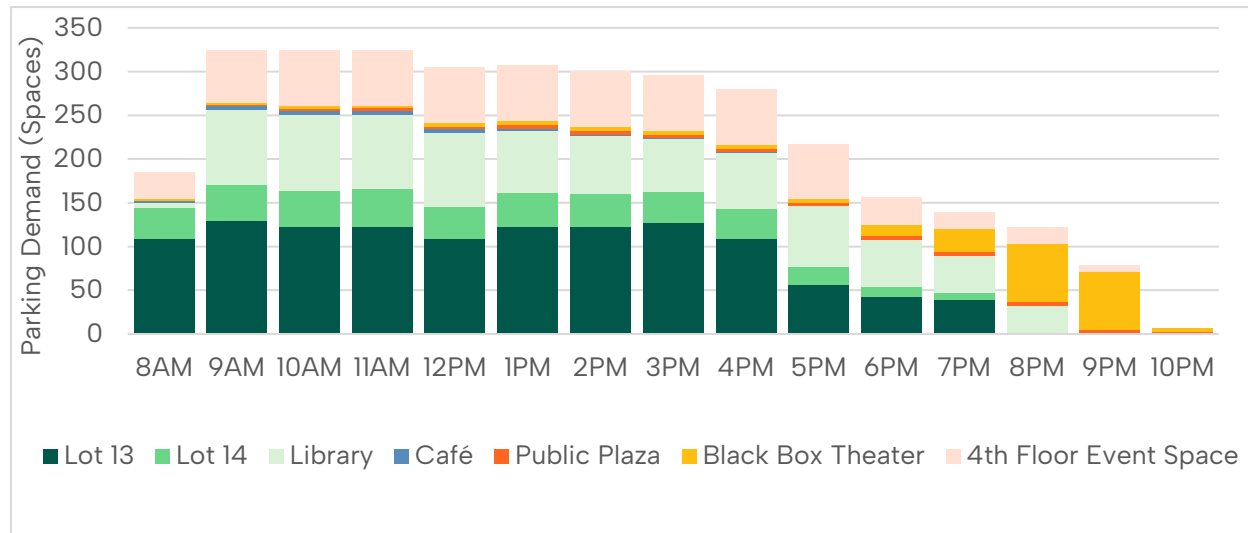


Source: Fehr & Peers, 2026.

The peak hour of demand for the combination of all new proposed land uses, when the special event spaces are being utilized, occurs at 12:00 PM on the weekday and 2:00PM on the weekend, with a demand for 161 and 170 spaces, respectively.

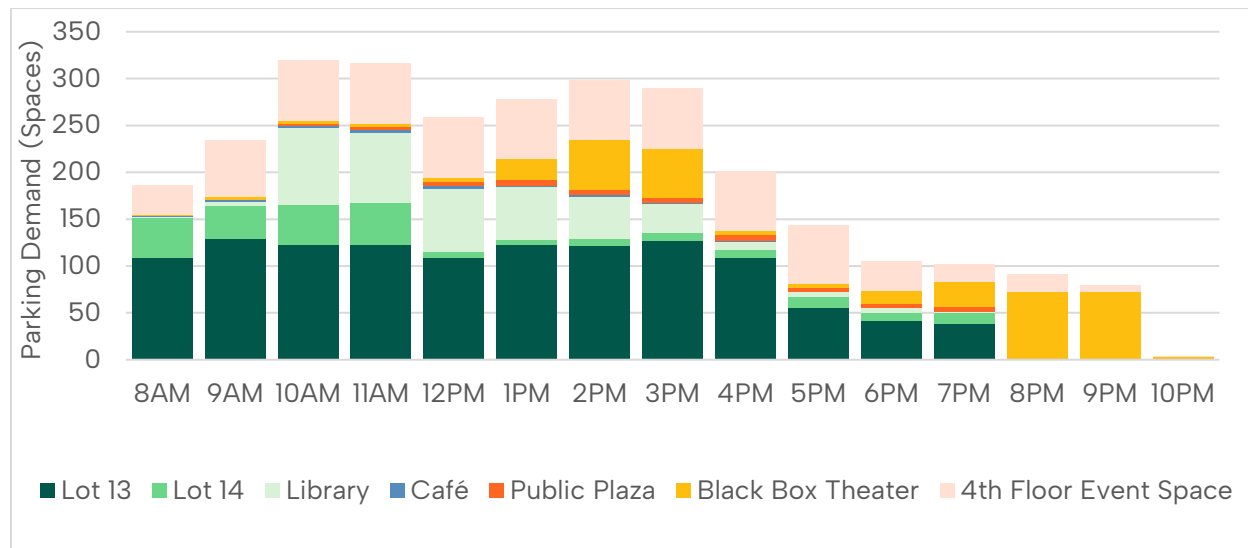
Figures 5 and 6 display the typical demand curves generated by all new proposed land uses (the New Burbank Library & Civic Center, café, plaza, Black Box Theater, special event space), and the ASB and CSB demand parking in existing Parking Lots 13 and 14, during weekdays and weekends, respectively. The demand for ASB and CSB is 170 parking spaces at the peak hour in these facilities, and was layered on the demand generated by the new proposed land uses.

Figure 5: Weekday Parking Demand – All New Proposed Land Uses and Existing Parking Lots 13 and 14



Source: Fehr & Peers, 2026.

Figure 6: Weekend Parking Demand – All New Proposed Land Uses and Existing Parking Lots 13 and 14



Source: Fehr & Peers, 2026.

The peak hour for all new proposed land uses and the existing parking demand from Parking Lots 13 and 14 occurs at 9:00 AM and 11:00 AM on the weekday and 2:00PM on the weekend, at a demand for 325 and 319 and spaces, respectively.

Conclusion

As demonstrated in **Figures 5 and 6**, the demand for all land uses at the Project site (new and existing demand) during operations with special events is 325 parking spaces.

When building a parking facility, a 10% buffer should be added to the estimated parking demand to provide a margin of available spaces in the recommended parking supply (which accounts for vehicle turnover and other inefficiencies).

Thus, with a 10% buffer, 358 spaces are needed to accommodate peak parking demand from the Project. The following section explores how demand can be accommodated on-site in the new parking facility and potentially off-site in nearby public parking facilities. Multiple scenarios were analyzed in which varying levels of demand were assumed to move to other downtown parking facilities. These scenarios are presented in **Appendix B** for reference.

Although the Project will need 358 parking spaces to accommodate the peak demand for the Project, the future parking facility is anticipated to provide **310 spaces**. This is a difference of **48 spaces**. However, instead of building a larger garage to accommodate all peak demand, these extra 48 spaces could be accommodated off-site in other existing downtown parking facilities.

The 48 parking spaces could be accommodated by moving the ASB and CSB employees, currently parking in Lots 13 & 14, into other downtown parking facilities. Parking Lots 13 and 14 are composed of spaces reserved for:

- 80 employees
- 39 city vehicles
- 4 city directors

Table 5 below provides an inventory of all city-owned off-street parking facilities within a one block radius of the Project site during the peak hour. These are the parking facilities that could accommodate the vehicles currently parked in Lots 13 and 14.

Table 5: Downtown Parking Facilities (within 1 block radius)

Facility	Available Spaces
Lot 9 (Gangi Structure)	247
Lot 11 (Village Walk Structure)	40
Lot 16 (Orange Grove Lot)	2
Lot 15 (Courthouse Structure) <i>*excludes spaces reserved for courthouse use</i>	219
Lot 17 (City Hall Lot)	Full

Source: Fehr & Peers, 2026.

Thus, to meet the demand and accommodate the 48 parking spaces needed, employee parking can be dispersed to any of the available facilities. As such, 310 spaces provided at the new parking garage on the Project site should be sufficient to accommodate demand for visitors and employees of the New Burbank Library & Civic Center.

Construction Considerations

While under construction, Parking Lots 13 and 14 will be completely removed. However, no demand will be generated from the New Burbank Library & Civic Center until the Project's completion. As such, only the 170 vehicles currently parking in Parking Lots 13 and 14 during the peak hour must be accommodated during construction. Employees and visitors of the ASB and CSB can park temporarily in the nearby facilities presented in Table 5, in any combination, until the completion of the Project.

Appendix A

Proposed Burbank New Library & Civic Center – Shared Parking Analysis Inputs

Proposed Land Use	Size	ULI Land Use		Weekday	Weekend
				Estimated Parking Demand (12 PM)	Estimated Parking Demand (2 PM)
Café	1,250 SF	Fast casual/ Fast Food	Visitors	1	0
			Employees	3	1
Library	42,150 SF	Public Library	Visitors	77	36
			Employees	10	9
Open Space	1 acre	Public Park/ Destination Open Space	Visitors	3	4
			Employees	1	1
Black Box Theater	200 seats	Live Theater	Visitors	1	40
			Employees	4	13
Special Event Space	10,450 SF	Convention Center	Visitors	58	58
			Employees	6	6
			Total	161	167

Source: ULI Shared Parking, 3rd Edition, 2023.

Appendix B

Scenarios for Accommodating Demand

Scenarios

The Project would replace existing demand and generate new demand.

Instead of building a garage to accommodate all demand – some demand could be accommodated on-street or in other downtown parking facilities.

The City Hall Structure may be removed in the future and therefore excluded from the analysis.

Downtown Facilities

<u>Downtown Facilities</u>	<u>Inventory</u>
Lot 16 (Orange Grove Lot)	22
Lot 17 (City Hall Lot)	56
Lot 15 (Courthouse Structure) <i>*excludes spaces reserved for courthouse use</i>	283
Lot 9 (Gangi Structure)	491
Lot 11 (Village Walk Structure)	133
On-Street Parking (within 2 blocks)	147
Lot 10 (City Hall Structure) <i>*excluded from analysis as it may be demolished in the future</i>	115

Potential Zone for Demand



Source: Fehr & Peers, 2024 Downtown Burbank Parking Study – Thursday Occupancy

Scenarios for Accommodating Demand

#	Scenario	Demand Accommodated	Supply Considered	Existing Demand	New Demand	Demand that can be accommodated off-site	Size of New Facility (+10% buffer) ¹
1	Max Accommodation (on-street & off-street facilities)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities + On-Street facilities	170	+ 155	- 569	0
2	Partial Accommodation (off-street only)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities	170	+ 155	- 505	0
3	50% Accommodation (50% of available spaces)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (only utilizing 50% of available spaces)	170	+ 155	- 252	81
4	Smaller Area Accommodation (excluding Lots 9 & 11)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (excluding Lot 9 & 11)	170	+ 155	- 218	118
5	Smaller Area & 50% Accommodation (excluding Lots 9 & 11, 50% of available spaces)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (excluding Lot 9 & 11, and only utilizing 50% of available spaces)	170	+ 155	- 109	238
6	No Accommodation (all demand in new garage)	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Only New Civic Center Facility	170	+ 155	- 0	358

1. 10% buffer added to the demand for recommended supply, so that estimated demand is 90% of the supply

Scenarios for Accommodating Demand

#	Scenario	Description	Demand Accommodated	Supply Considered
1	Max Accommodation	On-street & off-street facilities	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities + On-Street facilities
2	Partial Accommodation	Off-street only	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities
3	50% Accommodation	Only utilizing 50% of available spaces off-site	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (only utilizing 50% of available spaces)
4	Smaller Area Accommodation	Off-street facilities excluding Lots 9 & 11	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (excluding Lot 9 & 11)
5	Smaller Area & 50% Accommodation	Off-street facilities excluding Lots 9 & 11, Only utilizing 50% of available spaces off-site	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Off-Street Facilities (excluding Lot 9 & 11, and only utilizing 50% of available spaces)
6	No Accommodation	All demand in new garage	+ New Library & Civic Center + Existing ASB & CSB Parking	+ Only New Civic Center Facility

Scenarios account for **new demand** from the Library & Civic Center, and the **existing demand** from the ASB & CSB buildings.

All scenarios assume:

- On-street parking can accommodate up to 85% occupancy.
- Off-street facilities can accommodate up to 90% occupancy.
- City Hall Structure may not be available in the future, and therefore was excluded from the scenarios.

Results

- If demand is assumed to spread as far as Lots 9 & 11, then a new parking structure is not needed (**Scenarios 1 & 2**).
 - However, the structures are 3+ blocks away and this may not be realistic.
- If only 50% of the available spaces are utilized (**Scenario 3**), then 81 spaces are needed.
- If Lots 9 & 11 are excluded from the analysis (**Scenario 4**), then a new parking structure of 118 spaces is needed.
- If Lots 9 & 11 are excluded *and* 50% of the available spaces are utilized (**Scenario 5**), then 238 spaces are needed.
- If it is assumed the new parking structure will accommodate all of the existing and new demand (**Scenario 5**) then 358 spaces are needed (325 vehicle demand + 10% buffer).

Potential Zone for Demand



Source: Fehr & Peers, 2024 Downtown Burbank Parking Study – Thursday Occupancy



CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT

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

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: County Clerk
County of Los Angeles
12400 East Imperial Highway
Norwalk, CA 90650

Lead Agency:

City of Burbank
Community Development Dept.
275 East Olive Avenue
Burbank, CA 91502

Office of Planning and Research
PO Box 3044, 1400 Tenth St., Room 222
Sacramento, CA 95812-3044

THIS NOTICE WAS POSTED
ON FEB 25 2003
UNTIL MAR 25 2003
REGISTRAR-RECORDER/COUNTY CLERK

NOTICE IS HEREBY GIVEN that the City of Burbank has prepared a proposed Mitigated Negative Declaration in conjunction with the following project:

Project Title: Planned Development No. 2002-2 with Development Review No. 2002-42

Project Location: Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.; and southwest corner of Orange Grove and Third St. [Lots 5-20, Block 46 and Lots 2,4,6,8, Block 52, Town of Burbank Tract (M.R. 17-19-22); Lots 1-12, Tract No. 2531 (M.B. 24-42)], City of Burbank, County of Los Angeles

Project Description:

The site is approximately 188,000 square feet (sf) or approximately 4.32 acres. The portion of the site located east of Third St. (Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.) is approximately 157,000 sf or approximately 3.60 acres. The portion of the site located west of Third St. (southwest corner of Orange Grove and Third St.) is approximately 31,000 sf or approximately 0.72 acres. The project consists of demolition of institutional buildings (some were previously demolished) and surface parking lots. The project involves construction of the following buildings on the 3.60 acre eastern portion of the site: a 66,000 sf City office building (Development and Community Services Building), an 80,000 sf full service City Central Library, and a parking structure consisting of approximately 500 spaces. The project also includes construction of a 39,000 sf City office building (Administrative Services Building) with approximately 90 parking spaces on the 0.72 acre western portion of the site. The first phase of the project includes construction of the Development and Community Services Building only. The remaining buildings will be constructed in the future. An alternative first phase includes the construction of the Central Library and the new parking structure, instead of the Development and Community Services Building. A Planned Development process is required to accommodate deviations from code requirements. These deviations include reduced off-street parking and parking lot landscaping during construction and in the first phase of the project; and reduced setbacks and landscaping at proposed project build-out. Development Review is also required for construction of the first phase of the project (Development and Community Services Building). Development Review will be processed in the future for the remaining buildings. Transfer of ownership of portions of the project site from the Burbank Redevelopment Agency to the City of Burbank may be necessary in the future, as the Redevelopment Agency owns a portion of the project site.

02 0004502

FEB 25 2003

ADMINISTRATION
818.238.5176
PLANNING
818.238.5250



BUILDING
818.238.5220
REDEVELOPMENT AGENCY
818.238.5180



HOUSING & GRANTS
818.238.5160
TRANSPORTATION
818.238.5270

FILED
CONNY B. McCORMACK COUNTY CLERK
818.238.5280
DEPUTY
WORKFORCE CONNECTION
818.238.1005

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
(CONT.)**

Public Hearing:

A public hearing will be held to consider adoption of the proposed Mitigated Negative Declaration in conjunction with the above described proposed project before the City Planning Board on February 10, 2003 at 6:00 pm in the Council Chambers of Burbank City Hall at 275 East Olive Ave., Burbank, California. A hearing before the City Council is proposed for March 11, 2003. Please call the Planning Division at (818) 238-5250 for further information.

Copies of the proposed Mitigated Negative Declaration and additional studies are in the office of the Community Development Department, Planning Division, 333 East Olive Avenue, Burbank, California 91502, and are available for public inspection and review. All comments must be returned in writing to the lead agency.

Due to time limits mandated by State Law, your response must be sent at the earliest possible date but not later than 20 days after receipt of this notice. The public review period will end on February 28, 2003 or the date of the Council public hearing, whichever is later.

Signature: *Antonia Bashir* Title: City Planner Date: February 6, 2003

Date received for posting at County Clerk:



CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT

275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459

www.ci.burbank.ca.us

PROPOSED MITIGATED NEGATIVE DECLARATION

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

1. Project Title: Planned Development No. 2002-2 with Development Review No. 2002-42
2. Project Location: Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.; and southwest corner of Orange Grove and Third St. [Lots 5-20, Block 46 and Lots 2,4,6,8, Block 52, Town of Burbank Tract (M.R. 17-19-22); Lots 1-12, Tract No. 2531 (M.B. 24-42)], City of Burbank, County of Los Angeles
3. Project Description: The site is approximately 188,000 square feet (sf) or approximately 4.32 acres. The portion of the site located east of Third St. (Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.) is approximately 157,000 sf or approximately 3.60 acres. The portion of the site located west of Third St. (southwest corner of Orange Grove and Third St.) is approximately 31,000 sf or approximately 0.72 acres. The project consists of demolition of institutional buildings (some were previously demolished) and surface parking lots. The project involves construction of the following buildings on the 3.60 acre eastern portion of the site: a 66,000 sf City office building (Development and Community Services Building), an 80,000 sf full service City Central Library, and a parking structure consisting of approximately 500 spaces. The project also includes construction of a 39,000 sf City office building (Administrative Services Building) with approximately 90 parking spaces on the 0.72 acre western portion of the site. The first phase of the project includes construction of the Development and Community Services Building only. The remaining buildings will be constructed in the future. An alternative first phase includes the construction of the Central Library and the new parking structure, instead of the Development and Community Services Building. A Planned Development process is required to accommodate deviations from code requirements. These deviations include reduced off-street parking and parking lot landscaping during construction and in the first phase of the project; and reduced setbacks and landscaping at proposed project build-out. Development Review is also required for construction of the first phase of the project (Development and Community Services Building). Development Review will be processed in the future for the remaining buildings. Transfer of ownership of portions of the project site from the Burbank Redevelopment Agency to the City of Burbank may be necessary in the future, as the Redevelopment Agency owns a portion of the project site.
4. Support Findings: Based on the Initial Study, which is attached hereto and made a part hereof, it is the finding of the Community Development Department, Planning Division, that the above mentioned project is not an action involving any significant environmental impacts.

ADMINISTRATION

818.238.5176



BUILDING

818.238.5220



HOUSING & GRANTS

818.238.5160



LICENSE & CODE SERVICES

818.238.5280

PLANNING

818.238.5250



REDEVELOPMENT AGENCY

818.238.5180



TRANSPORTATION

818.238.5270



WORKFORCE CONNECTION

818.238.JOBS

**PROPOSED MITIGATED NEGATIVE DECLARATION
(CONT.)**

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

Prepared by the Community Development Department, Planning Division, on February 6, 2003.



Artashes Bashmakian
Assistant Community Development Director/City Planner

Attachments

California Environmental Quality Act

Initial Study

(as required by §15063 of the Public Resources Code)

To be completed by the lead agency

1. Project Title: Planned Development No. 2002-2 with Development Review No. 2002-42
2. Lead Agency Name and Address: City of Burbank
275 East Olive Avenue
Burbank, CA 91502-1772
3. Contact Person and Phone Number: Carlos Montes de Oca, Assistant Planner
Artashes Bashmakian, City Planner
(818) 238-5250
4. Project Location: Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.; and southwest corner of Orange Grove and Third St. [Lots 5-20, Block 46 and Lots 2,4,6,8, Block 52, Town of Burbank Tract (M.R. 17-19-22); Lots 1-12, Tract No. 2531 (M.B. 24-42)]
5. Project Sponsor's Name and Address: City of Burbank
275 East Olive Avenue
Burbank, CA 91502-1772
6. General Plan Designation: City Center Commercial (within the Burbank Village and Civic Center areas of the City Center Subarea of the Burbank Center Plan)
7. Zoning: Currently zoned BCC-2 Burbank Center Commercial Limited Business zone and BCC-3 Burbank Center Commercial General Business zone – proposed change to PD #2002-2
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The site is approximately 188,000 square feet (sf) or approximately 4.32 acres. The portion of the site located east of Third St. (Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.) is approximately 157,000 sf or approximately 3.60 acres. The portion of the site located west of Third St. (southwest corner of Orange Grove and Third St.) is approximately 31,000 sf or approximately 0.72 acres. The project consists of demolition of institutional buildings (some were previously demolished) and surface parking lots. The project involves construction of the following buildings on the 3.60 acre eastern portion of the site: a 66,000 sf City office building (Development and Community Services Building), an 80,000 sf full service City Central Library, and a parking structure consisting of approximately 500

spaces. The project also includes construction of a 39,000 sf City office building (Administrative Services Building) with approximately 90 parking spaces on the 0.72 acre western portion of the site. The first phase of the project includes construction of the Development and Community Services Building only. The remaining buildings will be constructed in the future. An alternative first phase includes the construction of the Central Library and the new parking structure, instead of the Development and Community Services Building. A Planned Development process is required to accommodate deviations from code requirements. These deviations include reduced off-street parking and parking lot landscaping during construction and in the first phase of the project; and reduced setbacks and landscaping at proposed project build-out. Development Review is also required for construction of the first phase of the project (Development and Community Services Building). Development Review will be processed in the future for the remaining buildings. Transfer of ownership of portions of the project site from the Burbank Redevelopment Agency to the City of Burbank may be necessary in the future, as the Redevelopment Agency owns a portion of the project site.

9. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

The project is located in the Burbank Center Plan area of the City of Burbank, which encompasses most of the City's central southeastern area. This area has been identified as an opportunity site for a mixed use project that would include a public library and one of the following components: office, residential/retail, or a theater complex. The City Police and Fire Headquarters facility is located to the north, across Orange Grove Avenue. To the east, across Glenoaks Blvd., the project faces the current City Central Library facility. To the south, across Olive Ave. are the County Courthouse and several commercial buildings. To the west the project faces commercial buildings and Burbank City Hall.

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

The City of Burbank Redevelopment Agency must approve some actions of the project, as the Redevelopment Agency owns portions of the project site and Redevelopment Agency staff will occupy portions of the proposed buildings. Transfer of ownership of portions of the project site from the Redevelopment Agency to the City of Burbank may be necessary in the future.

The State of California Public Library Construction and Renovation Board may contribute funds for the proposed New Central Library through the California Reading and Literacy Improvement and Public Library Construction and Renovation Bond Act of 2000 (Proposition 14). This is pending approval by the Public Library Construction and Renovation Board of a grant application to be submitted by the City of Burbank before March 28, 2003.

11. Previous environmental review:

This mitigated negative declaration is tiered off of the Burbank Center Plan (BCP) Environmental Impact Report (EIR). This program EIR considered development of the BCP area of the City of Burbank. Specifically, the program EIR considered development of this opportunity site. Therefore, this mitigated negative declaration focuses on the project specifics and how they can affect the environment with the understanding that the broader program EIR considered the development and its cumulative impacts given all development expected in the BCP area.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Storm Water |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Artashes Bashmakian
Signature

2.3.03
Date

Artashes Bashmakian
Printed name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different ones.
- 9) The analysis of each issue should identify:
 - a) the significance criteria or threshold used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

QUESTIONS

Issues:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<u>I. AESTHETICS</u> – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d The height of the proposed Development and Community Services Building (DCSB) will be 61 feet above average grade. The heights of the other proposed buildings are approximately as follows: New Central Library: 30 feet; Parking Structure: 35 feet; and Administrative Services Building: approximately 35 feet. This height will not have a substantial adverse effect on any scenic vistas. The project will not damage scenic resources and is not expected to significantly impact the aesthetics of the neighborhood.

The development is not anticipated to generate significant levels of light or glare and Burbank Municipal Code (BMC) requires lighting for the project to be focused on the site and shielded away from surrounding properties. Additionally, the use of glare-producing building materials will be limited. (1,2,3,4,12)

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(The Farmland Mapping and Monitoring Program in the California Resources Agency, Department of Conservation, maintains detailed maps of these and other categories of farmland.)				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?

a-c The City of Burbank does not contain farmland resources nor any land zoned for agricultural use. There are no agricultural resources in the vicinity of the project. As such, it will have no impact on such lands. (3,4)

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?

b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?

c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?

e) Expose sensitive receptors to substantial pollutant concentrations?

f) Create objectionable odors affecting a substantial number of people?

a The City of Burbank is located within the South Coast Air Basin which is an area that consistently generates the highest levels of smog in the United States. This project will not conflict with or obstruct the implementation of the South Coast Air Quality Management District's (SCAQMD) Plan to manage air quality. The project will comply with BMC trip reduction requirements when applicable (1,4,9)

b During the construction phase of this project, there could be a violation of stationary source air quality standards. This could contribute to an existing or projected air quality violation. Specifically, emissions from equipment and possible fugitive dust during project construction may cause short-term deterioration in air quality in the immediate vicinity of the site. To mitigate the potential air quality impacts to a level of "less than significant impact," the City will observe the following conditions as required by SCAQMD guidelines: (1,9)

- Use energy efficient equipment that produces low particulate and nitrogen oxide emissions.

- Cease use of equipment during second and third stage smog alerts, as issued by the SCAQMD.
- Cease grading and water truck use during periods of high winds (greater than 25 mph).
- Use a water truck during grading and excavation phases to control fugitive dust (twice per day at minimum).

c-f The project will not result in a net increase of criteria pollutant, contribute to a non-stationary source "hot spot," expose sensitive receptors to substantial pollutant concentrations or create objectionable odors. (1,9,18)

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (sections 17.11 or 17.12)?

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

c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?

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

f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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

a-g No rare, threatened, endangered, special status, or sensitive animals or plants identified by the California Department of Fish and Game or the U.S. Department of Fish and Wildlife are apparent on the site, which is located in a commercial area of an urbanized region. In addition,

no riparian or wetland habitats exist in the area or will be impacted by the project. This project will not conflict with any adopted local, regional, or state policies, ordinances, or conservation plans. (1,2,10)

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?

b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?

c) Disturb or destroy a unique paleontological resource or site?

d) Disturb any human remains, including those interred outside of formal cemeteries?

a-d The proposed project is located on a developed site (some demolition has begun) in an urbanized area. The site is not listed in the City’s Historic Preservation Plan as a potentially significant site. There are no known sites or areas in the vicinity associated with archeological, or paleontological resources, ethnic cultural heritage, human remains, or religious or sacred uses. Burbank City Hall, which is a nationally registered historical landmark, is located adjacent to the project site. Design of the ASB, which is proposed to be located directly adjacent to City Hall, will require review by the City of Burbank Historic Preservation Commission, which will make recommendations to the City Council on the design of the building. This environmental review is based on the information available for this project at this time and subsequent review may be necessary once a design is selected for the ASB. (1,4,10,17,18)

VI. GEOLOGY AND SOILS – Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vi) Flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vii) Wildland fires, including where wildlands are adjacent to urbanized areas and where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Would the project result in the loss of a unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Is the project located on expansive soil creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a The California Division of Mines and Geology Quaternary Geology of the San Fernando Valley map shows that this property is located within two miles of the Verdugo Fault and is built on alluvial and alluvial fan deposits identified as Qyf2. Compliance with the Uniform Building Code is required as a portion of project review. The project will not expose people or property to geologic hazards such as earthquakes, landslides, or similar hazards to any extent greater than already exists on the site and in the surrounding area. Therefore, no impacts from these issues are anticipated.

The project is located in Zone X of the Flood Map which is an area determined to be outside of the 500 floodplain. (1,7,11,12,13,14)

b-f The project is not anticipated to result in soil erosion. The project will involve excavation which may result in the loss of some soil. The project is located on a stable geologic unit with no known history of landslide, spreading, subsidence, liquefaction, or collapse, and no impacts are expected. Although grading will occur on the site, this will not create geologic instability. (1,2)

VII. HAZARDS AND HAZARDOUS MATERIALS --

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-h The development of the project will not result in a release of hazardous materials or other hazardous conditions. An explosion or other hazardous condition could occur during construction if natural gas or other pipelines are damaged or punctured, but the developer shall comply with all City codes to eliminate the likelihood of such an incident. Most all construction work will take place outside of public rights-of-way, therefore no significant impacts on or interference with an emergency response or evacuation plan is anticipated to result from the proposed project. Any street excavation or other use or blockage of the public right of way shall conform to the requirements of the Standard Specifications for Public Works Construction and the State of California Traffic Manual or other regulations as required by the Public Works Department at the time of permit approval. The project will not result in exposure to wildfire risk, and no associated impacts are anticipated. The project is not within 2 miles of any airport. The nearest school (Bellarmine-Jefferson High School) is located approximately 330 feet from the project site. The site is not listed on the State of California Hazardous Waste and Substances Site list.

A Phase 1 analysis was performed for a portion of the site (former Fire Department Headquarters) and the conclusions indicate that the uses on the site may have had only minimal impact on the environment and in general, any hazardous materials stored on site appear to have been stored properly. (1,2,4,7,12, 15,19)

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place within a 100-year floodplain structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a-e City mandated codes and Regional Water Quality Control Board regulations will reduce drainage and surface runoff concerns to a less than significant level. (1,2,12,13)
- f-g This project site is not located within a 100-year flood hazard area or in an area prone to seiche, tsunami, or mudflow, and as such there are no associated impacts. The project is in Zone X of the Flood Map which is an area determined to be outside of the 500-year floodplain. (1,14)

IX. LAND USE AND PLANNING – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

a-c The project will not physically divide an established community. Rather, it is intended to complement the surrounding area, which is Burbank's downtown. The project is consistent with the City of Burbank's General Plan designation of City Center Commercial which allows development of City offices and a public library. The property is currently zoned BCC-2 Burbank Center Commercial Limited Business and BCC-3 Burbank Center Commercial General Business, however, a Planned Development process is required to allow the reduced setbacks, landscaping and other specific development standards proposed. (1,2,3,4,5,10,12,18)

X. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

a-b The project is not expected to cause an availability loss of known mineral resources. No actual mineral resources are known to exist on the site and the project site is located in an urbanized area designated for non-mining-compatible land uses. The project is located in the State of California Mineral Land Classification map as being in zone MRZ-3 which is an area containing mineral deposits of which the significance cannot be evaluated. (1,2,10,11)

XI. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of

a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

a-f Exposure of people to severe noise levels is not expected, other than minor and short-term occurrences during the construction phase of this project. These short-term noise and vibration impacts from the demolition, excavation and construction phases may impact the surrounding residential and commercial properties. However, by following City of Burbank adopted hours for construction, the impacts would be reduced to less than a significant level. In addition, requirements imposed by the Building Division for a barrier surrounding the site will further reduce impacts. (1,2,12,16,18)

XII. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

a-c The project does not include the construction of residential units. The project does not include demolition of existing housing, as there are no residential units currently existing on the site. (1)

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other public facilities?

a) The proposed project would increase the availability of library resources within the City. The other proposed buildings will accommodate City offices currently located on the site in buildings that will ultimately be demolished. The project is not a negative impact on the provision of any other public services in the City. (1, 12).

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

a-b) The New Central Library component of the proposed project will increase the availability of recreational facilities within the City. The proposed passive plaza at the northeast corner of Olive Ave. and Third St. will serve as an amenity to users of City facilities and other surrounding properties. The project is anticipated to improve the overall environment of the site and its vicinity, and is not expected to have any negative environmental impacts.(1,4,12)

XV. STORM WATER -- Would the proposed project result in:

a) Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks or other work areas?

b) A significant environmentally harmful increase in the flow rate or volume of storm water runoff?

c) A significant environmentally harmful increase in erosion of the project site or surrounding areas?

d) Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?

e) Harm to the biological integrity of drainage systems and water bodies?

a-e) The project will be required to meet all applicable standards regarding storm water discharge. The project does not involve the use of any environmentally harmful or hazardous substances that might impact biological systems or overall water quality. (1,12)

XVI. TRANSPORTATION/TRAFFIC – Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-g The project will temporarily cause a substantial increase in additional vehicular movement in the immediate vicinity on streets leading to and from the site during construction. However, construction will be phased. Ingress and egress requirements of the construction equipment will temporarily alter the present vehicular circulation patterns. As a result of the presence of heavy equipment, there will be an increase in hazards to vehicular traffic in the immediate area. The adoption of the following mitigation measure will reduce the risk of accident, injury and congestion in the project vicinity:

- During construction, ingress and egress of trucks and equipment from the site shall be noticed by appropriate warning signs and controlled by flagmen on duty throughout each work day as determined necessary by the Public Works Department.

As the project site is in Burbank’s downtown area, sufficient on-street and off-street parking may not exist for the construction workers required for the project. The adoption of the following mitigation measure will reduce this impact to a less than significant level:

- During construction, all workers shall park on-site or within the designated area as approved under an encroachment permit. For those unable to park in these areas, an off-site parking location shall be provided and workers shall be shuttled to and from that site.

City codes will require that the project does not have hazardous design features. The City will create a new corner radius at each of the following intersections, as required by the Public Works Department: northeast corner of Olive Ave. and Third St.; southwest corner of Glenoaks Blvd. and Orange Grove Ave.; the southeast corner of Orange Grove Ave. and Third St.; and the southwest corner of Orange Grove Ave. and Third St.

The area was anticipated for much more intense development in the Burbank Center Plan EIR. The trips generated by options proposed under that specific plan and program EIR are much higher (more than twice as much) than that anticipated by this development (using ITE Trip Generation Manual 6th Edition). Specifically, the development anticipated included 380,000 sf of general office and a new 50,000 square foot central library. The BCP, under those scenarios, did not recommend any capital improvements in order to maintain a level of service of C or higher in any of the immediately surrounding intersections. The BCP EIR did not identify necessary mitigation measures pertaining to streets immediately surrounding the subject site.

The parking requirement for the portion of the project located on the block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave. is based on the following requirements for each use: 3 spaces per 1,000 sf for the office buildings (pursuant to the Burbank Municipal Code), and 4/1,000 sf for the library (based on ITE Trip Generation Manual 6th Edition for a full-service central library). The portion of the project site located at the southwest corner of Orange Grove and Third St., where the ASB is proposed (ASB site), is located within the Burbank Downtown Parking District. Within the District, required parking is calculated as follows: first a tabulation is conducted of all the demolition taking place on site (square footage and parking) and that amount of development is allowed to be replaced; then, any additional square footage constructed has a parking requirement of 3.5/1,000 sf. The amount of parking required for the project is as follows:

First Phase:

DCSB (66,000 sf): 198 spaces
Existing offices to remain in this phase (29,800 sf): 89 spaces
Total Required: 287 spaces
Total Provided: approximately 249 spaces

Alternate First Phase

New Central Library (76,000 sf): 304 spaces
New Parking Structure (consisting of approximately 500 spaces)
Existing offices to be relocated to ASB site in this phase (49,080 sf)
 Minus 28,900 sf (previously demolished on the site): 71 spaces
Existing parking at ASB site to be removed (and replaced in new structure): 61 spaces
Total Required: 436 spaces
Total Provided: approximately 500 spaces (within New Parking Structure)
Total Provided During construction: approximately 75 surface spaces provided on the
 New Central Library/Parking Structure block (see following page for discussion
 of supplementary off-site parking)

Final Phase

DCSB: 198 spaces
New Central Library (76,000 sf): 304 spaces
Total Required: 502 spaces
Total Provided: approximately 500 spaces in new parking structure

ASB (37,000 sf) minus 28,900 sf (previously demolished on the site): 28 spaces
Previously demolished spaces on site to be replaced: 61 spaces
Total Required on ASB site: 89 spaces

Total Provided: A minimum of 89 spaces will be provided on ASB site
(Note: all building square footages given for the purposes of parking requirement calculations are adjusted gross square footage, as defined in the Burbank Municipal Code)

The reduction in required parking in the first phase and during construction can be allowed through the Planned Development process associated with this project. It should be noted that additional parking will be available for this project on adjacent City properties:

- Upon demolition of the MSB, the Burbank Downtown Parking District became over-parked by approximately 101 spaces. This figure represents the square footage of the demolished MSB (28,900 sf), which was located within the District, parked at the district's 3.5 spaces/1,000 sf ratio.
- The closest District parking facility, aside from the MSB site, is a City parking structure located on the 200 block of Orange Grove Ave., adjacent to the project site. This structure consists of 3 levels, with approximately 273 spaces. A survey by Planning Division staff showed that only 39% of these spaces are currently occupied during a typical weekday. There are several other parking facilities in the Downtown Parking District, such as the one at the northwest corner of Third St. and Palm Ave., which can be used to supplement the City offices' parking demand. The businesses in Downtown Burbank that utilize the parking facilities in the Downtown Parking District have peak demand on evenings and weekends. The City office uses have peak parking demand during the day on weekdays.
- There are 52 spaces at the existing Central Library facility, located directly across Glenoaks Blvd. from the project site. Additionally, if the proposed new Central Library is constructed in the first phase of the project, the existing Central Library facility may be demolished. That site would be able to accommodate a total of approximately 233 spaces (based on a site size of approximately 70,050 sf and an estimated 300 sf per parking space, including access aisles), including the currently existing spaces.
- The City may also pursue the option of leasing parking spaces on nearby private properties or office space in nearby private office developments.

After completion of the final phase, the project will provide the necessary parking to meet the demand of the project. This is considering the high likelihood of shared parking between the City office and library uses. During phasing, although there may be a shortage of required parking on-site, there will be many parking spaces available within walking distance of the project site. An impact on off-street parking is not anticipated with the proposed project during phasing and at final build-out.

The project also includes the narrowing of the Third St. roadway adjacent to the project site from 46 feet to 35 feet. This would eliminate one lane of motor vehicle traffic and widen the sidewalk 5 feet 6 inches on either side of the street. Traffic mitigation measures adopted with the BCP EIR do not pertain to Third St., which is classified as a secondary arterial. First St. (classified as a collector street, with a likely future upgrade to secondary arterial) and Glenoaks Blvd. (classified as a major arterial) are the main routes for north-south vehicle traffic in the area surrounding the project site. Therefore, narrowing of the Third St. roadway will not significantly impact existing traffic patterns surrounding the project site. The widening of the sidewalk and the proposed mid-block crossing, the narrowing of the Third St. roadway will improve pedestrian circulation around and through the project site.

The proposed project is not expected to result in a change in air traffic patterns. The project does not conflict with adopted policies supporting alternative transportation. The project is located within the downtown, walking distance to many shops and restaurants. City office uses will be required to meet the transportation demand management and trip reduction requirements of the Burbank Center Plan area. The City has incentive programs for employees who rideshare or use public transportation. Additionally, the project site is approximately one quarter mile from the Burbank Regional Intermodal Transportation Center (RITC). The RITC is served by two Metrolink commuter rail lines. The City provides a shuttle bus to the RITC for City employees free of charge. (1,2,6,8,12,18)

XVII. UTILITIES AND SERVICE SYSTEMS –Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-f The project is not anticipated to create a significant increase in demand for sewer or utility services. The project site is currently developed with City offices, and as such is served by existing utility infrastructure. The proposed project will be served by existing utility infrastructure systems with some relocation and upgrades necessary to fulfill City requirements and policies. (1,12)

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact	Less Than Significant With Mitigation	No Impact
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a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-d The project will not have an affect on animal or plant life or eliminate examples of California history. In addition, the proposal does not have the potential to achieve short-term to the disadvantage of long-term environmental goals. The BCP program EIR considered cumulative impacts to developing in this area of Burbank and this project will not cause substantial adverse effects on human beings either directly or indirectly. (1,4,18)

Bibliography

Planned Development No. 2002-2 with Development Review No. 2002-42 and City of Burbank

**Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.;
And Southwest Corner of Orange Grove Ave. and Third St.**

Materials listed in this bibliography are available for review at the City of Burbank Planning Division Public Counter.

1. Proposed Development Plans and Applications
2. City of Burbank, "Burbank Municipal Code," all chapters including Chapter 31 (Zoning) and Chapter 21 (Noise), Burbank, California
3. City of Burbank "Zoning Map," Burbank, California
4. City of Burbank, Community Development Department, "Land Use Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on May 31, 1988, Resolution No. 22,354 and amendments for the Burbank Center Plan adopted June 1997
5. Envicom Corporation, "Land Use Element EIR," Prepared for the City of Burbank Community Development Department, February 1988.
6. Institute of Traffic Engineers (ITE), Trip Generation, 6th Edition
7. City of Burbank, Community Development Department, "Safety Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on July 1, 1997, Resolution No. 25,087
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10. City of Burbank, Community Development Department, "Open Space/Conservation Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on December 19, 1972, Resolution No. 16,280
11. Mineral Land Classification Map - California Division of Mines and Geology, May 25, 1979
12. Department Comments from:
Police, Public Works, Park, Recreation and Community Services, Fire, Water and Power,
Community Development
13. Quaternary Geology of the San Fernando Valley Map, 2000
14. Flood Insurance Rate Map, Community Panel Number 065018 0005 C January 20, 1999

15. State of California Hazardous Waste and Substances Sites list, April 1998
16. City of Burbank, Community Development Department, "Noise Element of the City of Burbank General Plan," Burbank, California, adopted by Burbank City Council on December 8, 1992, Resolution No. 23,777
17. City of Burbank Historic Preservation Plan
18. Burbank Center Plan Environmental Impact Report
19. Soils Assessment report, underground storage tanks and water well reports and closure reports and Phase 1 analysis for a portion of the site.

Summary of Mitigation Measures

Planned Development No. 2002-2 with Development Review No. 2002-42 and City of Burbank

Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.;
And Southwest Corner of Orange Grove Ave. and Third St.

III. b,e AIR QUALITY

1. The developer shall use energy efficient equipment that produces low particulate and nitrogen oxide emissions, when available.
2. The developer shall cease use of equipment during second and third stage smog alerts as issued by the South Coast Air Quality Management District.
3. The developer shall cease grading and water truck use during periods of high winds (greater than 25 mph).
4. The developer shall use a water truck during grading and excavation phases to control fugitive dust (twice per day at minimum).

XVI. a,f TRANSPORTATION/TRAFFIC

5. During construction, ingress and egress of trucks and equipment from the site shall be noticed by appropriate warning signs and controlled by flagmen on duty throughout each work day as determined necessary by the Public Works Department.
6. During construction, all workers shall park on-site or within the designated area as approved under an encroachment permit. For those unable to park in these area, an off-site parking location shall be provided and workers shall be shuttled to and from that site.

PROJECT MONITORING CHECKLIST
(CEQA Mitigation Measures)

PROJECT NAME Planned Development No. 2002-2 with... FILE NUMBER Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.; and southwest corner of Orange Grove and Third St.....

Development Review No. 2002-42

.....

APPROVAL DATE proposed March 11, 2003

ENVIRONMENTAL Prepared January 30, 2003

All of the mitigation measures required for this project are consolidated on this checklist for the purpose of monitoring them for completion as a part of the project approval process. Each responsible department/division will assign a deadline for completion of the conditions it has required. Numbers of conditions are entered in the appropriate column. A signature at each point in the approval process indicates completion of conditions required by a responsible department/division at that point in time. Final approval for C of O must be obtained from the Planning Division.

RESPONSIBLE DEPARTMENT/DIVISION	I DEMOLITION	II DURING DEMOLITION	III GRADING	IV BUILDING PERMIT	V DURING CONSTRUCTION	VI CERTIFICATE OF OCCUPANCY	VII OTHER	ONGOING
CDD - Building	1-6	1-6	1-6	1-6	1-6			
CDD - Planning	5, 6	5, 6	5, 6	5, 6	5, 6			
PWD - General	5, 6	5, 6	5, 6	5, 6	5, 6			

PUBLIC NOTICE OF ENVIRONMENTAL DECISION

DATE POSTED: February 6, 2003

DATE TO BE REMOVED: February 22, 2003

Planned Development 2002-2 with Development Review No. 2002-42

Project Title

Block bounded by Glenoaks Blvd., Olive Ave., Third St., and Orange Grove Ave.; and southwest corner of Orange Grove and Third St. (Lots 5-20, Block 46 and Lots 2,4,6,8, Block 52, Town of Burbank Tract; Lots 1-12, Tract No. 2531)

Project Location (Address)

This is a Planned Development encompassing the following new City buildings: Development and Community Services Building (3 stories; 66,000 square feet); New Central Library (2 stories; 80,000 square feet); New Parking Structure (5 levels, including 2 underground, approximately 500 spaces); Administrative Services Building (2 stories; 39,000 square feet). The Development Review pertains only to the Development and Community Services Building. Development Review will be processed for the other buildings in the future.

Project Description

City of Burbank.

(818) 238-5250

Project Applicant

Phone

Carlos Montes de Oca

Project Planner

Director's Environmental Decision

Exempt

Reasons why project is exempt (include CEQA Guidelines section for categorical exemption)

Not Exempt

Mitigated Negative Declaration

Environmental Impact Report


Signature

Asst. Community Development Director/City Planner
Title

02 0004502