

Alameda North Neighborhood Protection Plan
Phase 2
Initial Study

Prepared for:

City of Burbank
Community Development Department
Transportation Division
150 North Third Street
Burbank, CA 91502

Prepared by:

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1.0 INTRODUCTION

<u>Project Title:</u>	Alameda North Neighborhood Protection Plan Phase 2
<u>Project Location:</u>	Alameda North Neighborhood, City of Burbank
<u>Lead Agency:</u>	City of Burbank Community Development Department Planning and Transportation Division 150 North Third Street Burbank, California 91502
<u>Contact Person:</u>	David Kriske, Assistant Community Development Director (818) 238-5269 dkriske@burbankca.gov

PROJECT SUMMARY

The City of Burbank proposes to make roadway alterations within the Alameda North neighborhood that are intended to reduce cut-through traffic, improve safety, and facilitate traffic flow. The components of the proposed action include street closures, intersection improvements, speed humps, changes to school drop-off, and additional school parking.

PURPOSE OF THIS INITIAL STUDY

The California Environmental Quality Act (CEQA) requires State and local agencies to identify potential significant environmental impacts of their actions and where possible avoid or mitigate those impacts. The City of Burbank is the Lead Agency for the proposed Project. This Initial Study is a preliminary analysis prepared in accordance with CEQA by the City as Lead Agency to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) must be prepared to evaluate the potential impacts of the Project.

This Initial Study is an informational document and its preparation and distribution by the City neither presupposes nor mandates any action on the part of the City, or other agencies from whom permits and other discretionary approvals would be sought, with respect to the Project. If, through an Initial Study, the City concludes that there is evidence that a project may cause a significant environmental effect, the City shall find that an Environmental Impact Report (EIR) shall be prepared to analyze potential environmental impacts. The analysis contained in this Initial Study indicates that an MND is sufficient to evaluate the Project.

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, identifies the Project and provides a brief summary. The Introduction also summarizes the purpose and structure of this study.

Section 2.0, Environmental Setting, describes the existing conditions, surrounding land use, general plan, and existing zoning of the Project Site.

Section 3.0, Project Description, provides a detailed description of the Project.

Section 4.0, Environmental Analysis, includes an analysis for each resource topic and identifies the potential impacts of implementing the Project.

Section 5.0, References, identifies printed references and individuals cited in this Initial Study.

Section 6.0, List of Preparers, identifies the individuals who prepared this Initial Study.

2.0 ENVIRONMENTAL SETTING

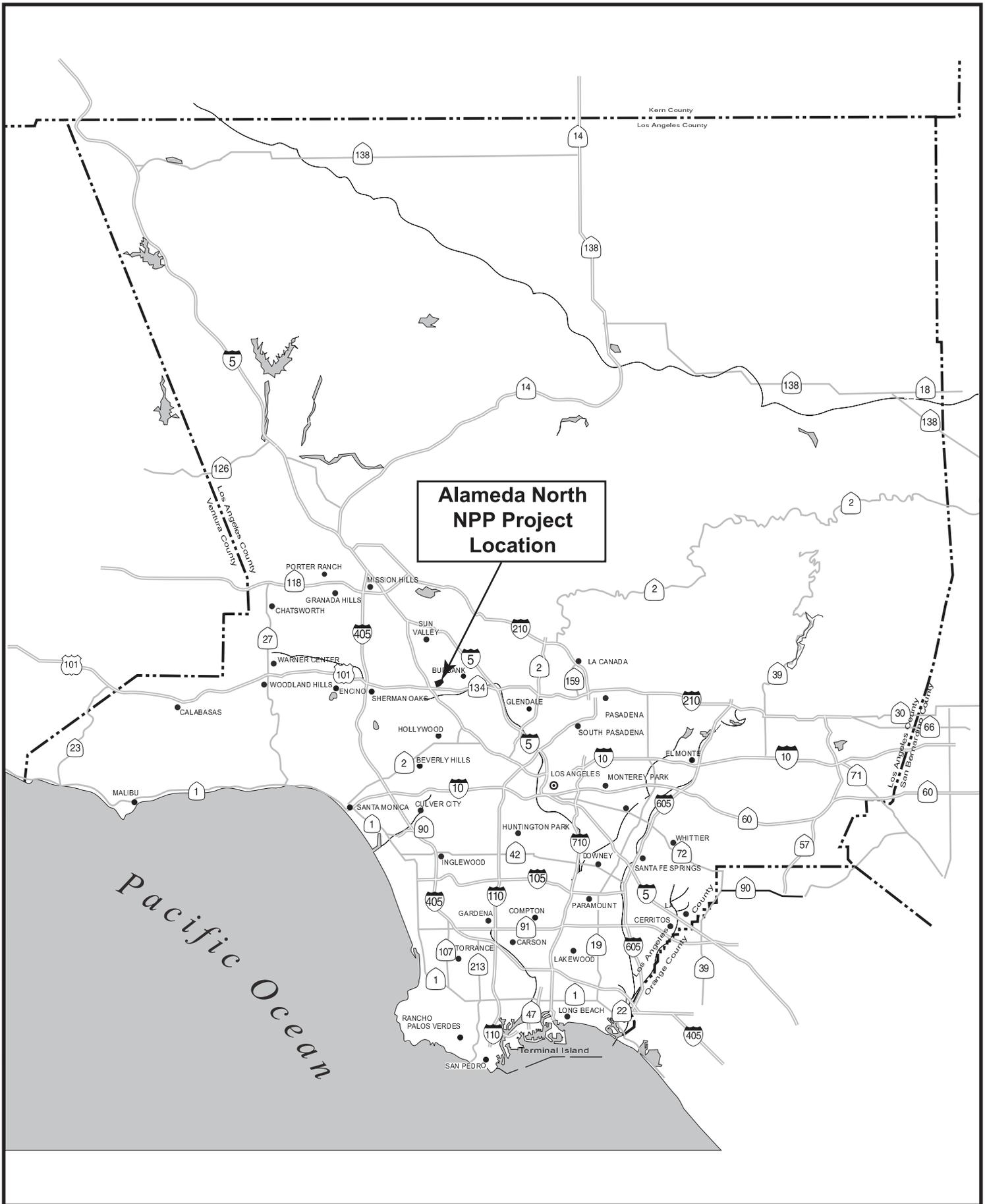
PROJECT LOCATION

Alameda North (“Project area”) is a residential neighborhood of the City of Burbank. The regional location of the Project Site is shown in **Figure 2.0-1, Project Location Map**. As shown in **Figure 2.0-2, Aerial View of Project Site**, The Project area encompasses an approximately 200-acre area that is bounded by Verdugo Avenue to the north, Buena Vista Street to the east, Alameda Avenue and Olive Avenue to the south, and Hollywood Way to the west. To the south of the Project area is the Burbank media center and State Route (SR) 134. To the north is the Magnolia Park residential neighborhood.

EXISTING CONDITIONS

The Project area is a fully developed residential neighborhood. Predominantly single-family residences, there are medium density residential uses along Florence Street and some multifamily and commercial properties along Buena Vista Street, Alameda Avenue, Olive Avenue, and Hollywood Way. The neighborhood also contains the RL Stevenson Elementary School and a Los Angeles Department of Water and Power transmission line right-of-way. Landscaping within the neighborhood is characterized by street trees, laws, shrubs, and other ornamental plants.

The Project area is bisected by Oak Street, which runs east–west between Hollywood Way and Buena Vista Street. A total of 11 north–south streets run through Alameda North and various alleys, including one at the far west end of the neighborhood that runs the entire distance between Verdugo Avenue and Alameda Avenue.



SOURCE: Meridian Consultants, LLC - July 2016

FIGURE 2.0-1



Project Location Map

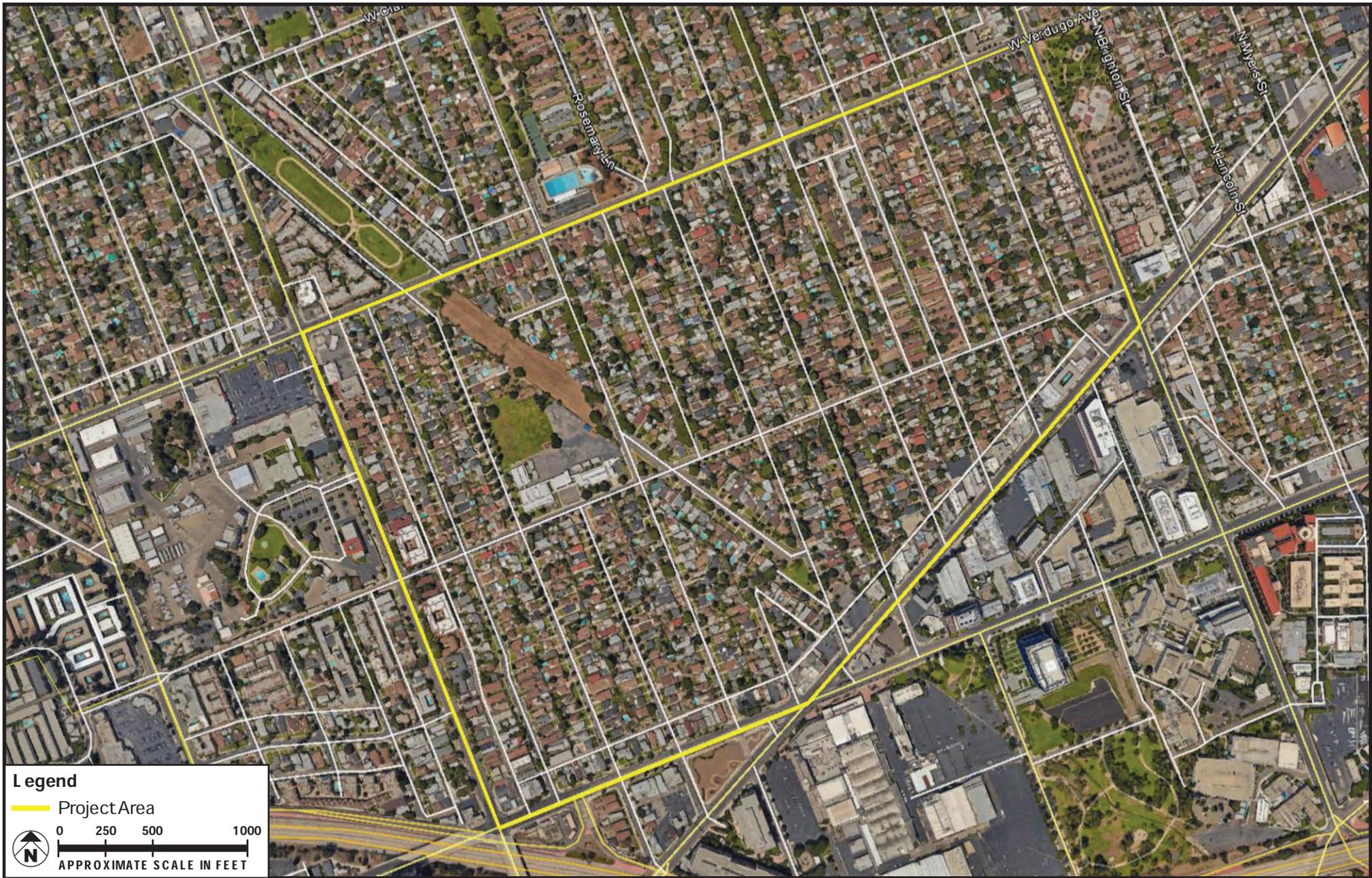


FIGURE 2.0-2

3.0 PROJECT DESCRIPTION

BACKGROUND

In 2003, the City Council directed staff to create a Neighborhood Protection Program (NPP) for the area north of Alameda and Olive Avenues and south of Oak Street, between Hollywood Way and Buena Vista Street. The Council was concerned about existing parking problems and cut-through traffic experienced by the residents. For approximately 2 years, the City held meetings with the neighborhood to come up with a plan to alleviate some of the problems. In addition, a resident survey was conducted. The result was a two-phase improvement program that was approved by City Council in May 2005.

Phase 1, which has been mostly implemented, included restriping and curb markings, new stop signs, and new parking restrictions. Prior to the implementation of Phase 2, City Council suggested that staff hold additional neighborhood meetings to assess resident attitudes. In addition, further implementation of the NPP was delayed until the California Department of Transportation (Caltrans) completed work on the nearby SR 134 Ramp Project. In 2014 the City held a neighborhood meeting to resume assessment of the neighborhood protections; discussions with the neighborhood continued through the public approval process of the nearby Talaria development project, where many residents expressed desire to install full street closures of neighborhood streets at Alameda Avenue. As a result of this outreach, in early 2015 the City Council approved the implementation of temporary road closures at Cordova Street, Avon Street, Lima Street, and California Street. These temporary measures were extended while additional traffic data was collected. Subsequently, the City decided leave these closures in place and move forward to study implementing permanent measures. Based on a review of this data, analysis of the remaining unbuilt NPP improvements, and outreach from the neighborhood, the City prepared a Traffic Study to recommend updated Alameda North NPP Phase 2 improvements.

PROJECT COMPONENTS

The Alameda North Neighborhood Protection Plan Phase 2 consists of the following elements, depicted in **Figure 3.0-1, Project Plan**:

- Permanently close Cordova Street, Avon Street, Lima Street, and California Street at Alameda Avenue.
- Provide angled diverters on Cordova and California Streets to and from the alley north of Alameda Avenue.
- Improve the intersection of Ontario Street and Alameda Avenue as shown in **Figure 3.0-2, Ontario Street at Alameda Avenue Intersection Improvements**, by constructing a painted or raised median to limit access to right turns in and out on Alameda Avenue only; providing a right-turn signal from

Ontario Street to Alameda Avenue; installing continental crosswalks across Ontario Street and Alameda Avenue; adding additional signage on Ontario Street to discourage commercial traffic from using the street; and adjusting on-street commercial parking restrictions to 1-hour parking.

- Restrict left-turns from Buena Vista Street onto Oak Street and vice versa, as shown in **Figure 3.0-3, Buena Vista Street at Oak Street Improvements.**
- Improve Stevenson Elementary School drop-off through relocating the existing drop-off zone and/or relocating the pedestrian crosswalk, as shown in **Figure 3.0-4, Stevenson Elementary Drop-Off Options.**
- Provide additional parking for Stevenson Elementary School faculty and staff by constructing a parking lot in the Los Angeles Department of Water and Power transmission line right-of-way off of California Street or by striping angled parking on California Street and/or Whitnall Highway, as shown in **Figure 3.0-5, Stevenson Elementary Parking Options.**
- Install speed humps on any neighborhood street that meets the City's criteria for installation.
- Install intersection channelization or other treatment at the intersection of Fairview Street and Whitnall Highway or Fairview Street and "Little" Whitnall Highway.
- Install gateway treatments (such as landscaped median islands) at the southern ends of Niagara Street, Catalina Street, Florence Street, Naomi Street, and Frederic Street north of Olive Avenue.



NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, GibsonTransportation Consulting - July 2016

FIGURE 3.0-2



Ontario Street at Alameda Avenue Intersection Improvements



Double Double-Yellow Lines to Prevent Left Turns

"No Left Turn" Sign

Lengthen Left-Turn Pocket

p Traffic Sign Post



NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, GibsonTransportation Consulting - July 2016

FIGURE 3.0-3

Option 1 - Relocate Drop-Off Zone



Option 2 - Relocate Pedestrian Crosswalk



LEGEND

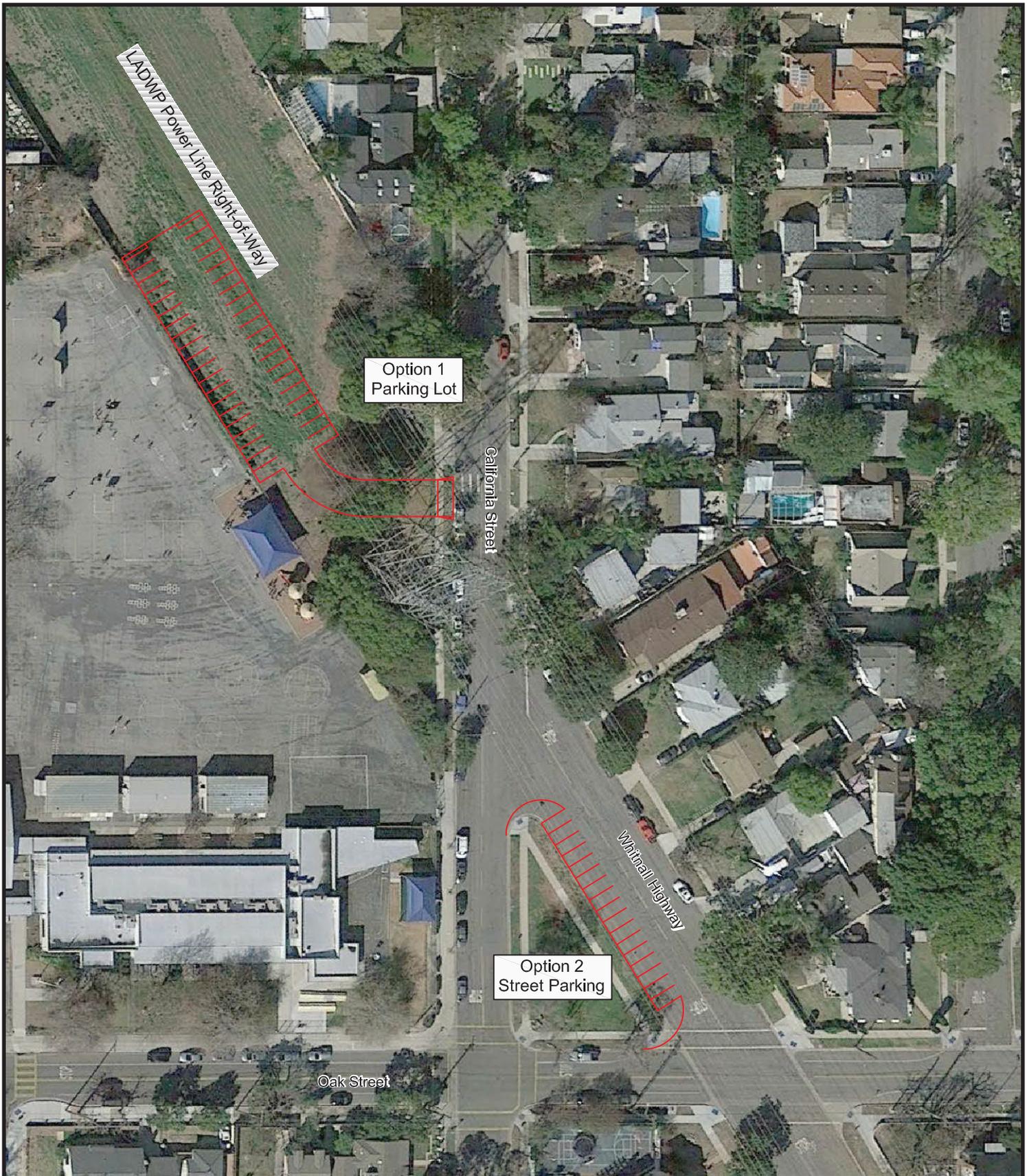
- Existing Curb and Striping
- Conceptual Proposed Curb and Striping



NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, GibsonTransportation Consulting - July 2016

FIGURE 3.0-4



NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, GibsonTransportation Consulting - July 2016

FIGURE 3.0-5

4.0 ENVIRONMENTAL ANALYSIS

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would involve 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 and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<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"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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 project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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.
<input type="checkbox"/>	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 or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



David Kriske, Assist. Community Development Director

July 22, 2016

Date

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) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “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: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, 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). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 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 formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
AESTHETICS—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. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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"/>

Discussion

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

No Impact. Scenic vistas within the City include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the southwest. The Project area is a developed neighborhood. Views across the Project area are limited due to the height and density of adjacent developments. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures that would not alter views from or across the Project area. As such, no impact would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

No Impact. No unique natural features or other visual resources are located in the Project area. As such, the Project would not substantially damage scenic resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The Project would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures that would alter the existing views. As such, the Project would not substantially alter the visual character of the surroundings. No Impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

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

No Impact. A significant impact could occur if the Project were to introduce new sources of light or glare on the Project Site that would be incompatible with the areas surrounding the Project Site or that would pose a safety hazard, such as to motorists utilizing adjacent streets. In addition, a significant impact could occur if the Project were to cast extensive shadows on shade-sensitive uses. The Project would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. The Project components are not sources of light or glare, nor are they large enough to cast extensive shadow. As such, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES— Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forestland or conversion of forestland to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland, to nonagricultural use or conversion of forestland to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. According to the EIR for the *Burbank2035* General Plan, no designated Important Farmland or forestland is located within the City.¹ Also, no Williamson Act contracts are located within the City. The Project area involves alteration of currently developed land and would not result in the conversion of agricultural lands, forestlands, or timberland to urbanized uses. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

¹ City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013).

4.3. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

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

Less than Significant Impact. The Project Site is located within the South Coast Air Basin (SCAB). The 2012 Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) is the applicable air quality plan. Projects that are consistent with the regional population, housing, and employment forecasts are considered to be consistent with the AQMP. The Project would not generate additional housing or population growth. As such, it would not conflict with the AQMP. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The Project would involve street improvements that would not require the use of substantial heavy equipment. The level of construction intensity would be low compared to building

construction activity. As such, the Project is not expected to generate emissions in excess of SCAQMD significant thresholds for criteria pollutants. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The SCAB is currently in State nonattainment for O₃, NO₂, PM₁₀, and PM_{2.5}. Cumulative growth could exceed an air quality standard or contribute to an existing or projected air quality exceedance. The Project would involve street improvements that would not require the use of heavy equipment. As such, the Project would not generate considerable net increases in criteria pollutants. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- d. Expose sensitive receptors to substantial pollutant concentrations?**

Less than Significant Impact. As mentioned previously, the Project would reduce cut-through traffic within the Project Site and reduce speeding within the residential neighborhoods. As such, pollutant concentrations would not be substantially increased. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

- e. Create objectionable odors affecting a substantial number of people?**

Less than Significant Impact. The Project would involve street improvements that do not generate substantial objectionable odors. Adherence with SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts. As such, impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES—Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. The Project area does not contain any natural open spaces, nor is it an identified wildlife corridor; additionally, it does not possess any areas of significant biological resource value. Due to the lack of biotic resources on site, no candidate, sensitive, or special-status species identified in local plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), or the US Fish and Wildlife Service (USFWS) would be expected to occur in the Project area. Furthermore, the proposed actions involve alterations to roadways that would not substantially alter natural features. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project area is an existing residential neighborhood of Burbank. No riparian or other sensitive natural community is located on or adjacent to the Project area. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

- c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The Project area does not contain nor is it near wetland habitat. As such, the Project would not have a substantial adverse effect on federally protected wetlands. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. The Project area does contain trees and other vegetation that could provide nesting for migratory birds. However, the project actions do not involve removal of trees. As such, the Project would have no impact on the movement of native resident or migratory fish or wildlife species. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

No Impact. Pursuant to BMC Section 7-4-108, the City maintains a restricted list of trees in the City, including landmark trees, trees of outstanding size and beauty, and dedicated trees. These trees must be identified, mapped and recorded, and given special treatment to retain and protect them. The Project area does contain numerous trees. However, the Project does not include any tree removal. As such, Impacts would not occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. No habitat conservation plans, natural community conservation plans, or similar plans are applicable to the Project area. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
CULTURAL RESOURCES—Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Based on the criteria established in Section 15064.5 of the State CEQA Guidelines, a significant impact could occur if the Project were to disturb historic or prehistoric resources that presently exist within the Project area. The State Office of Historic Preservation also recommends that properties more than 45 years of age be evaluated for their potential as historic resources. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the impacts on buildings or structures. Therefore, the Project would not have the potential to disturb any historic resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that either meet the criteria for historical resources or constitute unique archaeological

resources. A Project-related significant adverse effect could occur if the Project were to affect archaeological resources that fall under either of these categories. The Project Site is currently a developed residential neighborhood. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Therefore, the Project would not disturb archaeological resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Therefore, the Project would not disturb paleontological resources or subsurface geologic features. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb previously interred human remains. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Furthermore, no known human burials have been identified in the Project area. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

e. *Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074?*

No Impact. Assembly Bill (AB) 52, signed into law in 2014, established a formal consultation process for California Native American tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Section 21074 of the Public Resources Code. No TCRs have been previously identified

within the Project Area. The City has provided notification of the Project to tribes traditionally and culturally affiliated with the geographic area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. As such, no impacts to TCRs are anticipated. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit 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"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?**
- ii. Strong seismic ground shaking?**
- iii. Seismic-related ground failure, including liquefaction?**
- iv. Landslides**

No Impact. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. As such, these actions would not expose people or structures to seismic risks different from those under existing conditions. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The Project area is a developed residential neighborhood. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. Minor areas of soil may be exposed during construction, creating the potential for erosion. However, implementation of required erosion control measures during construction would minimize or avoid any erosion. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if a project were to be built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along

existing roadways. The Project would not result in the construction of buildings or structures. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if a project were to be built on expansive soils without proper site preparation or design features, thus posing a hazard to life and property. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. The Project would not result in the construction of buildings or structures. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project area is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

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

Discussion

Less than Significant Impact. Project construction would involve street improvements such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. These types of improvements would not require the use of heavy equipment; thus, greenhouse gas (GHG) emissions of would be minimal.

The City has prepared a Greenhouse Gas Reduction Plan (GGRP) to work toward GHG reductions of 15 percent below 2010 levels by 2020, and 30 percent below 2010 levels by 2035. The GGRP is the primary tool the City will use to achieve GHG reduction goals and demonstrate consistency with the State’s AB 32 and the California Air Resources Board Climate Change Scoping Plan. The GGRP includes measures intended to improve energy efficiency, decrease the need to drive, promote efficient use and conservation of water, and reduce solid waste. The Project would not conflict with the policies and measures of the GGRP. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <i>Government Code</i> Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code] 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A significant impact may occur if, as part of its routine operations, the Project were to use or dispose of hazardous materials in a way that could affect the public or the environment. Construction activities will be limited to implementing speed humps, bulb-outs, raised and/or planted medians, signs. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in roadway construction. The routine and proper use of standard roadway construction equipment and materials would not result in significant hazard to the public or the environment. Impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. A significant impact may occur if an upset or accident associated with the Project were to potentially release hazardous materials that could have a substantial effect. Hazardous materials used during construction of the Project are expected to be used in accordance with regulatory standards and protocols. As such, impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The RL Stevenson Elementary school, is located at 3333 West Oak Street, within the Project area. Construction activities are expected to comply with applicable federal, State, and local regulations that would reduce potential hazards during construction activities. As such, emissions of pollutants or other hazardous materials during construction of the Project is not expected to significantly affect nearby schools or other uses. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code] and, as a result, would it create a significant hazard to the public or the environment?**

No Impact. The Project area is a developed residential neighborhood. Hazardous material sites have not been identified within the Project area.² The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. As such, the Project would not create a significant hazard to the public or the environment. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- e. For a project located within an airport land use plan or, where such 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?**

No Impact. The Project area is located approximately 2.25 miles south of the Bob Hope Airport. Given that the Project area is not located within an airport land use plan for the Bob Hope Airport or within 2 miles of a public airport or public use airport, there would be no impact. No further evaluation is required.

Mitigation Measures: No mitigation is necessary.

- 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?**

No Impact. The Project area is not located within 2 miles of a private airstrip or airport. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project area. No further evaluation is required.

Mitigation Measures: No mitigation is necessary.

² <http://www.envirostor.dtsc.ca.gov/>

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. A significant impact could occur if the Project were to interfere with an emergency response plan or emergency evacuation plan. The Project is located just northwest of West Olive Avenue and north of SR 134, which are selected disaster routes as identified by *Burbank2035*.³ The Project involves street closures and other traffic pattern changes within a residential neighborhood. However, identified emergency evacuation routes would not be effected and the proposed changes would not substantially interfere with emergency access within the Project area. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the EIR for *Burbank2035*, two areas within the City have been mapped by the Burbank Fire Department (BFD) as a Mountain Fire Zone.⁴ One is an approximately 3,000-acre area along the foothills of the Verdugo Mountains, 3 miles northeast of the Project area, and the other overlaps with Warner Bros. Studio and residential development adjacent to undeveloped hillsides, 0.75 miles south of the Project area. The Project area is not located within either of these designated wildfire hazard areas. No impact will occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

3 City of Burbank, *Burbank2035 General Plan*, Exhibit S-2, Evacuation Routes (2013).

4 City of Burbank, *Burbank2035 General Plan*, *Environmental Impact Report* (February 19, 2013).

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY—Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 (e.g., the production rate of preexisting 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The Project area is served by the City's stormwater runoff infrastructure. Construction activities could contribute to increased soil erosion and sedimentation in stormwater runoff. In addition, general construction activities could contribute pollutants such as waste, diesel and oil from equipment. However, construction activity would be temporary and would be required to comply with regulatory measures. Burbank Municipal Code Section 9-9-1-907, Best Management Practices (BMPs), describes requirements for sediment and erosion control BMPs and stormwater pollution prevention plans. Compliance with these requirements would reduce potential impacts to water quality standards to less than significant. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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 (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. A significant impact could occur if the Project were to include deep excavations, which have the potential to interfere with groundwater movement, or the withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. The net change in impervious surface would be negligible. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. The Project area is a developed neighborhood. No streams or river courses are located on or within the Project area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. The Project would not substantially increase

site runoff or result in changes to the local drainage patterns. As such no Impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- 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?**

No Impact. A significant impact could occur if the Project were to result in increased runoff volumes during construction, or if operation of the Project would result in flooding conditions affecting the Project Site or nearby properties. The Project area is a developed neighborhood. No streams or river courses are located on or within the Project area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. As such, construction and operation of the Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site. As such no Impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

No Impact. A significant impact could occur if the Project were to increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project area, or if the Project would introduce substantial new sources of polluted runoff. Runoff from the Project area currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity. The Project would introduce traffic reducing measures and therefore, the Project would not create or contribute substantial additional runoff. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- f. Otherwise substantially degrade water quality?**

Less than Significant Impact. Construction activities would be subject to the NPDES requirements and would be required to eliminate or reduce non-stormwater discharges to storm sewer systems and other

waters and consider the use of post-construction permanent BMPs. The Project would be required to develop and implement BMPs employed to prevent soil erosion and discharge of other construction-related pollutants, as well as a monitoring program to ensure that BMPs are implemented appropriately and are effective at controlling discharges of pollutants that are related to stormwater. As noted above, Burbank Municipal Code Section 9-1-9-907 describes BMPs for sediment and erosion control. The implementation of BMPs and compliance with all federal, State, and local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact could occur if the Project were to place housing within a 100-year flood hazard area. According to *Burbank2035*, the Project area is not located within a designated flood zone.⁵ Therefore, the Project would not place housing within a 100-year flood hazard area. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. A significant impact could occur if the Project area were to be located within a 100-year flood zone and the proposed buildings would impede or redirect flood flows. As previously mentioned, the Project area is not located within a designated flood zone.⁶ The Project area is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

5 City of Burbank, *Burbank2035 General Plan*, Exhibit S-6, FEMA Flood Zone Areas (2013).

6 City of Burbank, *Burbank2035 General Plan*, Exhibit S-6, FEMA Flood Zone Areas (2013).

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. The Project area is not located in any area susceptible to floods associated with a levee or dam. However, the City contains three reservoirs (Reservoirs #1, #4, and #5), as classified by the California Department of Water Resources.⁷ These three reservoirs are relatively small and are not large enough to result in considerable risk of inundation in the City. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

j. Be subject to inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. The Project area is not located near an ocean or enclosed body of water, and therefore would not be subject to inundation by seiche or tsunami. With respect to the potential impact from a mudflow, the risk of mudflow in the City is limited to areas at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive.⁸ As such, there are no sources of mudflow near the Project Site. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

7 City of Burbank, *Burbank2035 General Plan, "Safety Element"* (2013).

8 City of Burbank, *Burbank2035 General Plan, "Safety Element"* (2013).

4.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. Physically divide an established community?

No Impact. The Project area is an established residential neighborhood. The Project would not result in the separation of uses or disruption of access between land use types. Street closures would limit traffic entering the Project area from outside the neighborhood though would not divide portions of the neighborhood, and all proposed street closures would still remain open for all walking or bicycling circulation. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Conflict with 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?

No Impact. The Project would modify the street network in the Project area. Goal 6 set forth in the Mobility Element in the Burbank General Plan states that “transportation infrastructure should minimize cut-through traffic in residential neighborhoods to maintain neighborhood quality of life. This is followed by policy statements that the City should “Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods”; “Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic”; and “Pursue comprehensive neighborhood

protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods”.⁹ The Project is designed to implement these goals and policies of the General Plan. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project area is not subject to any applicable habitat conservation plan or natural community conservation plan. The Project area is a developed residential neighborhood within a heavily urbanized area of Burbank. Therefore, the Project would not conflict with any conservation plans, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

9 City of Burbank, *Burbank 2035 General Plan, “Mobility Element”* (2013).

4.11 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
MINERAL RESOURCES— Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The Project area does not contain mineral resources extraction or mineral resource recovery sites. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. The proposed improvements would occur to existing roadways. As such, the Project would not change the availability of mineral resources. No impacts would occur, and further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.12 NOISE

	Potential Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
NOISE—Would the project:				
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose students or staff to excessive noise levels?	<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 expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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

Less than Significant Impact. A significant impact could occur if the Project were to elevate the ambient noise environment at the Project Site in excess of noise level standards set forth in the *Burbank2035 Noise Element* (Noise Element) and the City of Burbank Noise Ordinance (Noise Ordinance). Project construction would involve street improvements such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures.

Construction of the proposed Project could expose surrounding off-site receptors to increased ambient exterior noise levels comparable to ambient conditions. It should be noted that any increase in noise levels at off-site receptors during construction of the proposed Project would be temporary in nature, and would

not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. However, these street improvements would not require the use of heavy equipment that would significantly increase noise levels at nearby receptors. According to the City's General Plan, construction noise that occurs between the hours of 7:00 AM and 7:00 PM from Monday through Friday, and 8:00 AM to 5:00 PM on Saturdays, is exempt from applicable noise standards, noting that "With this regulatory exemption, the City acknowledges that construction noise is an acceptable public nuisance when conducted during the least noise-sensitive hours of the day."¹⁰ Construction of the Project would be managed by the City so that construction activity only occurred within those hours. As such, the Project's construction-related noise levels would not violate noise regulations established in the City's General Plan or Municipal Code, and construction impacts would be considered less than significant.

The Project would alter the distribution of traffic within the Project Area. As shown in **Appendix A, Noise Report**, changes in traffic noise as a result of the proposed Project would be within the allowable noise increases for existing noise exposure. As such, operational impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Vibration is sound radiated through the ground. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels.

Street improvement activities for the proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. The construction activities associated with the proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The Federal Transit Administration's (FTA's) and Caltrans' adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:¹¹

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced concrete, steel, or timber.

10 City of Burbank, *Burbank2035 General Plan, "Noise Element"* (adopted February 19, 2013).

11 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006); and California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual* (June 2004).

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

This analysis also uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 4.12-1, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-1**, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.12-1
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment, Final Report, 2006*.

No known historic or otherwise vibration-sensitive structures are within 25 feet of the Project Site. As shown in **Table 4.12-1**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most

restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during the street improvements, residential uses located in the vicinity of the Project Site could be exposed to increased vibration levels. The distance between residential uses and the street improvement activities would vary throughout the Project site. As mentioned above, these improvements would involve the installation of speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. These improvements would not require the use of heavy equipment that would cause annoyance to nearby residential uses. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operation

The proposed Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different from those presently occurring near the Project Site. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less than Significant. A significant impact could occur if a project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The dominant noise source in the vicinity is traffic noise.¹² The Noise Report in **Appendix A** reviews the change in traffic noise for the proposed Project. Based on the findings identified therein, roadway noise level increases would be within the allowable noise increases for existing noise exposure. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

¹² City of Burbank, *Burbank2035 General Plan*, "Mobility Element" (adopted February 19, 2013).

d. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less than Significant Impact. Construction of the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. The City exempts construction noise that occurs between the hours of 7:00 AM to 7:00 PM weekdays, and 8:00 AM to 5:00 PM Saturdays.¹³ Additionally, based on the finding identified in **Appendix A**, roadway noise level increases would be within the allowable noise increases for existing noise exposure. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

No Impact. The Project area is not located within an airport land use plan of a public airport or public use airport. The closest airport is Bob Hope Airport, located more than 2 miles north of the Project. No impact will occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. The Project Site is not located in the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. No further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

13 City of Burbank, *Burbank2035 General Plan*, “Noise Element” (adopted February 19, 2013).

4.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- 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)?**

No Impact. A significant impact could occur if a project were to introduce substantial new population or would substantially induce growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. No housing or other structures are proposed. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. The Project does not include the removal or displacement of any housing. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

No Impact. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. The Project would not result in displacement of any residential uses. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.14 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PUBLIC SERVICES—Would the Project result in substantial adverse physical impacts to:				
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:				
i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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:

i. Fire Protection?

No Impact. Fire protection and emergency medical services in the City are provided by the Burbank Fire Department (BFD). The Project area is served by BFD Station 11, BFD Headquarters, located at 311 East Orange Grove Avenue, approximately 1.8 miles northeast of the Project area.

The Project would implement full closures of four residential streets and other measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures on existing roadways. While these changes would alter some travel routes and could increase emergency response times on certain trips, overall emergency access to all locations within the Project area would be

maintained and overall service ratios, response times, and other performance objectives would not be substantially affected. Impacts would not occur, and no further evaluation is required

Mitigation Measures: No mitigation is necessary.

ii. Police Protection?

No Impact. Police protection services in the City are provided by the Burbank Police Department (BPD). The Project includes the development of measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. Implementation of the Project would not result in an increase of visitors or residents that could increase demand for police protection. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation necessary.

iii. Schools?

No Impact. School services within the City are provided by the Burbank Unified School District (BUSD). A significant impact could occur if a project were to include substantial employment or population growth, which could generate demand for school facilities that would exceed the capacity of the BUSD. The Project involves the development of traffic control measures within a residential neighborhood. As such, the Project would not generate substantial residential growth. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

iv. Parks?

No Impact. There are more than 700 acres of parkland within the City, including a total of 26 parks and other recreational facilities.¹⁴ *Burbank2035* establishes a Citywide goal of 5 acres of park facilities per 1,000 residents. The current ratio is approximately 7 acres per resident.¹⁵ The Project is a series of traffic control measures; therefore, it would not generate substantial residential growth. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

14 City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013).

15 City of Burbank, *Burbank2035 General Plan, "Open Space and Conservation Element"* (2013).

v. Other Public Services?

No Impact. Library services within the City are provided by the Burbank Public Library (BPL). The BPL includes three branches: the Central Library, the Buena Vista Library, and the Northwest Library. The City currently meets its recommended standards for adequate library facilities.¹⁶ The Project is a series of traffic control measures and would not result in the generation of new residents. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

¹⁶ City of Burbank, *Burbank2035*, “Environmental Impact Report” (February 19, 2013).

4.15 RECREATION

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
RECREATION—Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. 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?

Less than Significant Impact. The Project involves the development of traffic control measures in a residential neighborhood and would not substantially increase population or employment in Burbank. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The Project does not include any recreational facilities or require the construction of recreational facilities. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.16 TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC— Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 due 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. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

The follow section summarizes and incorporates by reference information from the *Traffic Analysis for the Alameda North Neighborhood Protection Plan*, dated July 2016 and prepared by Gibson Transportation Inc.¹⁷ The Traffic Study is included as **Appendix B** to this Initial Study.

Less than Significant with Project Mitigation. A significant impact could occur if the Project were to conflict with the transportation plans and policies of the City of Burbank. The City has an established traffic impact analysis methodology and thresholds of significance. The Project would not be a source of new trips but would redistribute traffic through the neighborhood. Significant impacts could occur if intersections operating at Level of Service (LOS) D, E, or F were to experience noticeable declines in the ratio of volume to capacity. Significant impacts could also occur if residential street segments were to experience substantial increases in daily traffic volume cause by new Project trips. The following eight intersections within the Project area were evaluated:

1. Hollywood Way & Oak Street
2. Buena Vista Street & Oak Street
3. Buena Vista Street & Olive Avenue
4. Hollywood Way & Alameda Avenue
5. Cordova Street/SR 134 Westbound Ramps & Alameda Avenue
6. Lima Street & Alameda Avenue
7. Olive Avenue/Ontario Street & Alameda Avenue
8. Hollywood Way & Verdugo Avenue

Current traffic data was collected for these study intersections. Future traffic conditions were calculated, assuming related projects and planned infrastructure improvements other than the Project. The expected effect of the Project was then compared to this future condition. As shown in **Table 4.16-1, Traffic Impact of Project**, the Project is projected to have a significant impact at the intersection of Hollywood Way and Oak Street.

¹⁷ Gibson Transportation Consulting Inc., *Traffic Analysis for the Alameda North Neighborhood Protection Plan* (July 2016).

**Table 4.16-1
Traffic Impact of Project**

Intersection	Peak Hour	Without Project		With Project		Impact	
		V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C	Significant?
1 Hollywood Way & Oak Street	AM	0.840	D	0.884	D	0.044	Yes
	PM	0.749	C	0.638	B	-0.111	No
2 Buena Vista Street & Oak Street	AM	29.8	D	18.3	C	-11.5	No
	PM	18.5	C	12.0	B	-6.5	No
3 Buena Vista Street & Olive Avenue	AM	0.825	D	0.839	D	0.014	No
	PM	0.901	E	0.899	D	-0.002	No
4 Hollywood Way & Alameda Avenue	AM	0.978	E	0.987	E	0.009	No
	PM	0.820	D	0.810	D	-0.010	No
5 Cordova Street/SR 134 Westbound Ramps & Alameda Avenue	AM	0.904	E	0.895	D	-0.009	No
	PM	0.771	C	0.692	B	-0.079	No
6 Lima Street & Alameda Avenue	AM	0.586	A	0.593	A	0.007	No
	PM	0.489	A	0.445	A	—	No
7 Olive Avenue/Ontario Street & Alameda Avenue	AM	0.641	B	0.649	B	0.007	No
	PM	0.678	B	0.706	C	-0.044	No
8 Hollywood Way & Verdugo Avenue	AM	0.922	E	0.926	E	0.008	No
	PM	0.927	E	0.924	E	0.028	No

Source: Gibson Transportation Consulting, July 2016

Mitigation Measures: To mitigate the impact on the intersection of Hollywood Way and Oak Street, the following mitigation measure shall be incorporated into the Project:

- The eastbound and westbound approaches on Oak Street to the intersection with Hollywood Way shall be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane in each direction. To accommodate this change, on-street parking shall be removed along Oak Street within the area being restriped.

With implementation of this mitigation traffic flow at the intersection of Hollywood Way and Oak Street would improve, and impacts would be reduced to a less than significant level. The proposed street closures included in the proposed Project increase traffic on some neighboring streets as traffic originating from or accessing destinations within the study area must shift to other streets. However, because the project is a neighborhood protection project no new trips are added to the street network and the overall number of trips entering and exiting the study area remained relatively constant. Thus, no impacts to residential streets occur as part of the project.

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The Los Angeles County Congestion Management Program (CMP) is intended to manage traffic congestion on a regional level. Though it would redistribute trips within the neighborhood, the Project would not generate new trips. As such, the Project would not contribute traffic to roads or highways designated by the CMP. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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?

No Impact. A significant impact could occur if a project were to include an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. A significant impact would occur if a project were to include new roadway design or introduces into an area with specific transportation requirements, characteristics, project access, or other features a new land use or project features designed in such a way as to create hazardous conditions. The proposed Project would not include unusual or hazardous design features. However, the proposed Project will include speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures to reduce cut-through traffic and driving speeds. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if the Project design were not to provide adequate emergency access or were to threaten the ability of emergency vehicles to access and serve adjacent uses. Development of the Project would include closure of four residential streets within the Project area and other measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures on existing roadways. While these closures would alter some travel routes and could increase emergency response times on certain trips, overall emergency access to all locations within the Project area would be maintained; overall service ratios, response times, and other performance objectives would not be substantially affected. However adequate access into, through, and around the Project area would remain. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact could occur if the Project were to conflict with adopted polices of the City of Burbank or of transportation agencies, such as Metro. The Project would not require the disruption of public transportation services or the alteration of public transportation routes. California Street is designated as an existing Class III Bicycle Route throughout the study area, and the angled barrier closure proposed at California Street just north of Alameda Avenue is planned to allow through movements for bicycles and pedestrians. Thus the proposed Project would not interfere with any bike lanes or paths. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
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 stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be 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"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

No Impact. A significant impact could occur if the wastewater generated from the Project were to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Wastewater collection and treatment are provided by the City of Burbank through the Burbank Water Reclamation Plant (BWRP). The Project will implement traffic control measures and would not generate additional wastewater. As such, impacts would not occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- b. Would the project 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?**

No Impact. A significant impact could occur if the water demand or wastewater generated from the Project were to exceed existing supplies or treatment capacity. The Project will implement traffic control measures and would not create additional water demand or generate wastewater. Impacts would not occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- c. Would the project 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?**

Less than Significant Impact. A significant impact could occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the existing storm drain system. The Project would make alterations to existing roadways. The overall change in pervious surface and in stormwater runoff would be minor. Runoff would not exceed current facilities. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?**

No Impact. A significant impact could occur if the Project were to increase water consumption to such a degree that new water sources would need to be identified. The Project would implement traffic control measures. No change in water consumption would result. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. A significant impact could occur if the Project were to increase wastewater flow that exceeded the capacity of the BWRP. The Project would implement traffic control measures and therefore not contribute to wastewater demand. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less than Significant Impact. The Project would generate solid waste during construction activities. The City of Burbank owns and operates the Burbank Landfill. As of 2012, it was reported that the landfill has an estimated remaining life of 41 years and a remaining capacity of 2,95 million tons.¹⁸ As such, there is sufficient permitted capacity to accommodate any waste associated with the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation is necessary.

- g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

No Impact. A significant impact could occur if a project were to generate solid waste that was not disposed of in accordance with applicable regulations. The Project would implement traffic control measures under the supervision of the City. Construction waste would be disposed of in accordance with City rules and regulations. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

¹⁸ Los Angeles County Department of Public Works, *2012 Annual Report: Los Angeles County Countywide Integrate Waste Management Plan* (August 2013).

4.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE— Does the project:				
a. 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"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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"/>	<input type="checkbox"/>

Discussion

a. Would 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?

Less than Significant Impact. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No habitat of a fish or wildlife species would be affected; no plant or animal community would be eliminated; no examples of the major periods of California history or prehistory would be affected. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- b. Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less than Significant with Project Mitigation. A significant impact may occur if the Project, in conjunction with other related projects in the area of the Project area, were to result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As described previously in subsection 4.16, the Project would have a significant impact on the intersection of Hollywood Way and Oak Street.

Mitigation Measures: Mitigation to reduce the significant impact of the Project was described in subsection 4.16.

- c. Would the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less than Significant Impact. A significant impact could occur if a project were to result in significant impacts that adversely effect human beings. Based on the preceding discussions, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures stated. Impacts would be less than significant.

Mitigation Measures: No mitigation is necessary.

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