

This section of the EIR evaluates the potential environmental effects related to noise associated with the construction and operation of the proposed Project.

### 4.7.1 Environmental Setting

#### *Fundamentals of Sound*

Sound is technically described in terms of loudness and frequency. The loudness of sound or noise, two terms that are used interchangeably throughout this section, is measured using a logarithmic scale with 10 as the base. The standard unit of sound measurement is the decibel (dB), or dB scale, which describes the physical intensity of the pressure vibrations that make up any sound; the decibel scale sets the hearing threshold as 0 dB. The frequency of the sound is related to the pressure vibration, which is measured in Hertz (Hz), which is measured in cycles per second.

The human ear can detect a wide range of frequencies and sound pressure levels; the subjective audible sound pressure range is from 0 dB to 140 dB. The just noticeable difference is typically around 1 dB for sound level. The hearing thresholds show considerable variability from individual to individual with a standard variation among individuals of about 5 dB. Human ears can detect not only changes in overall sound pressure level but can also detect sound with a sound pressure well below the background noise level. Studies have shown that sound is perceived to be twice as loud if the sound level increases by 10 dB. Similarly, a 20 dB increase in the sound level is perceived as four times as loud by the normal human ear.

In response to this sensitivity of the human ear to different frequencies, the A-weighted noise level, referenced in units of dBA, was developed to better correspond with subjective judgment of sound levels by individuals.

A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dBA are not typically noticed by the human ear.<sup>1</sup> Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume.

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1 U.S. Department of Transportation Federal Highway Administration, *Measurement of Highway-Related Noise*, <https://www.fhwa.dot.gov/Environment/noise/measurement/mhrn02.cfm>. Accessed June 8, 2017.

Noise sources can generally be categorized as one of two types: 1) point sources, such as stationary mechanical equipment; and 2) line sources, such as a roadway. Noise levels generated by a variety of activities are shown in **Figure 4.7-1, Common Noise Levels**. Sound generated by a point source typically diminishes or attenuates at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dBA at acoustically soft sites. A hard or reflective site consists of asphalt, concrete, and very hard-packed soil, which does not provide any excess ground-effect attenuation while an acoustically soft site consists of normal earth and ground with vegetation.

As an example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.

Man-made or natural barriers can also attenuate sound levels. Solid walls and berms may reduce noise levels by 5 to 10 dBA. Sound levels from a source may also be attenuated 3 to 5 dBA by the first row of houses and 1.5 dBA for each additional row of houses in a residential neighborhood.

The minimum attenuation of exterior to interior noise provided by typical residential and institutional buildings in California is 17 dBA with open windows and 25 dBA with closed windows.

### **Environmental Noise**

Noise level increases are used to determine the effect of noise in environmental settings. Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

**Table 4.7-1, Noise Descriptors**, identifies various noise descriptors developed to measure sound levels over different periods.

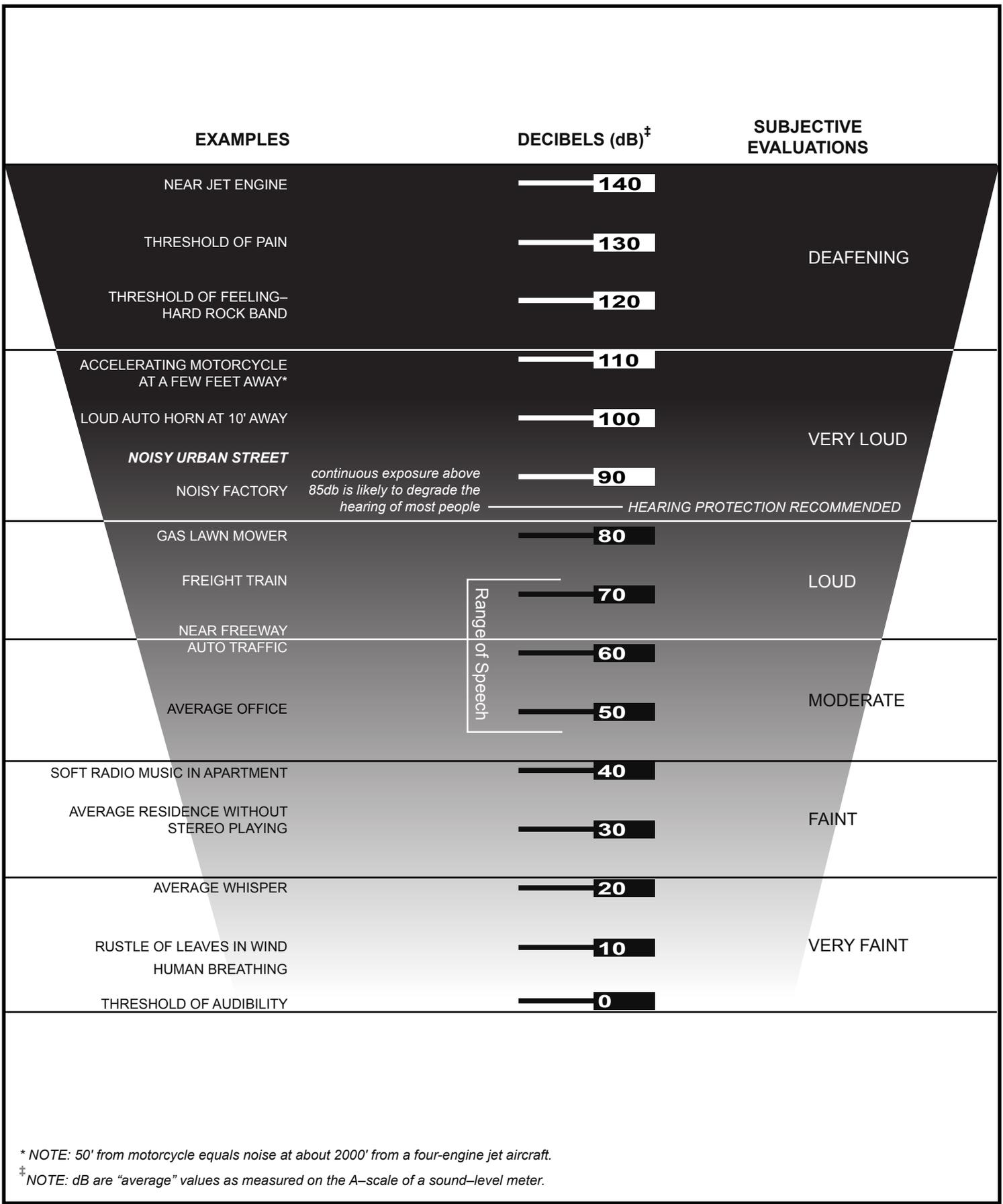


FIGURE 4.7-1

**Table 4.7-1  
Noise Descriptors**

| Term                                    | Definition  |
|---|---|
| Decibel (dB)                            | The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.   |
| A-Weighted Decibel [dBA]                | A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).  |
| Equivalent Sound Level (Leq)            | The sound level containing the same total energy as a time varying signal over a given time period. The Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.   |
| Community Noise Equivalent Level (CNEL) | A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Leq. <sup>a</sup> |
| Sound pressure level                    | The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The sound pressure level is expressed in dB.  |
| Ambient Noise                           | The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.  |

<sup>a</sup> California Department of Transportation. 2009. *Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol*, Sacramento, California. November, pp. N51-N54.

## Health Effects of Noise

Human response to sound is highly individualized. Annoyance is the most common issue associated with community noise levels. Many factors influence the response to noise including the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, nonacoustical factors, such as individual opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence the response to noise. These factors result in the reaction to noise being highly subjective with the perceived effect of a particular noise varying widely among individuals in a community.

The effects of noise can be grouped into three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and

- Physiological effects such as the development of hearing loss.

Noise-induced hearing loss usually takes years to develop. Hearing loss is one of the most obvious and easily quantifiable effects of excessive exposure to noise. While the loss may be temporary at first, it can become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly due to the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, nonoccupational sources may also be a factor.

Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term effects, with the possibility of more serious effects on health if it continues over long periods.

Annoyance can be defined as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above.

### ***Fundamentals of Vibration***

Vibration consists of waves transmitted through a solid medium. Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. A vibration may be a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum", of many frequencies, and are generally classified as broadband or random vibrations. **Figure 4.7-2, Typical Levels of Ground-borne Vibration**, identifies typical ground-borne vibration levels. -

The normal frequency range of most ground-borne vibration that can be felt starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in./sec), because it is related to the stresses that are experienced by buildings. Vibration is also measured in vibration decibels (VdB).

The human threshold of perception is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Vibration levels are acceptable at approximately 85 VdB if there are an infrequent number of events per day.<sup>2</sup>

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source.<sup>3</sup> High-frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors.<sup>4</sup> Vibration in buildings is typically perceived as rattling of windows or of items on shelves, or the motion of building surfaces.

Ground-borne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough ground-borne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps.<sup>5</sup> If traffic, typically heavy trucks, induces perceptible vibration in buildings, such as window rattling or shaking of small loose items, then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the vibration energy and the number and duration of events, as well as the setting in which the person experiences the vibration. As discussed previously, vibration can be amplified by the structural resonances of the walls and floors of buildings. The more the events or the greater the duration, the more annoying it will be to humans.

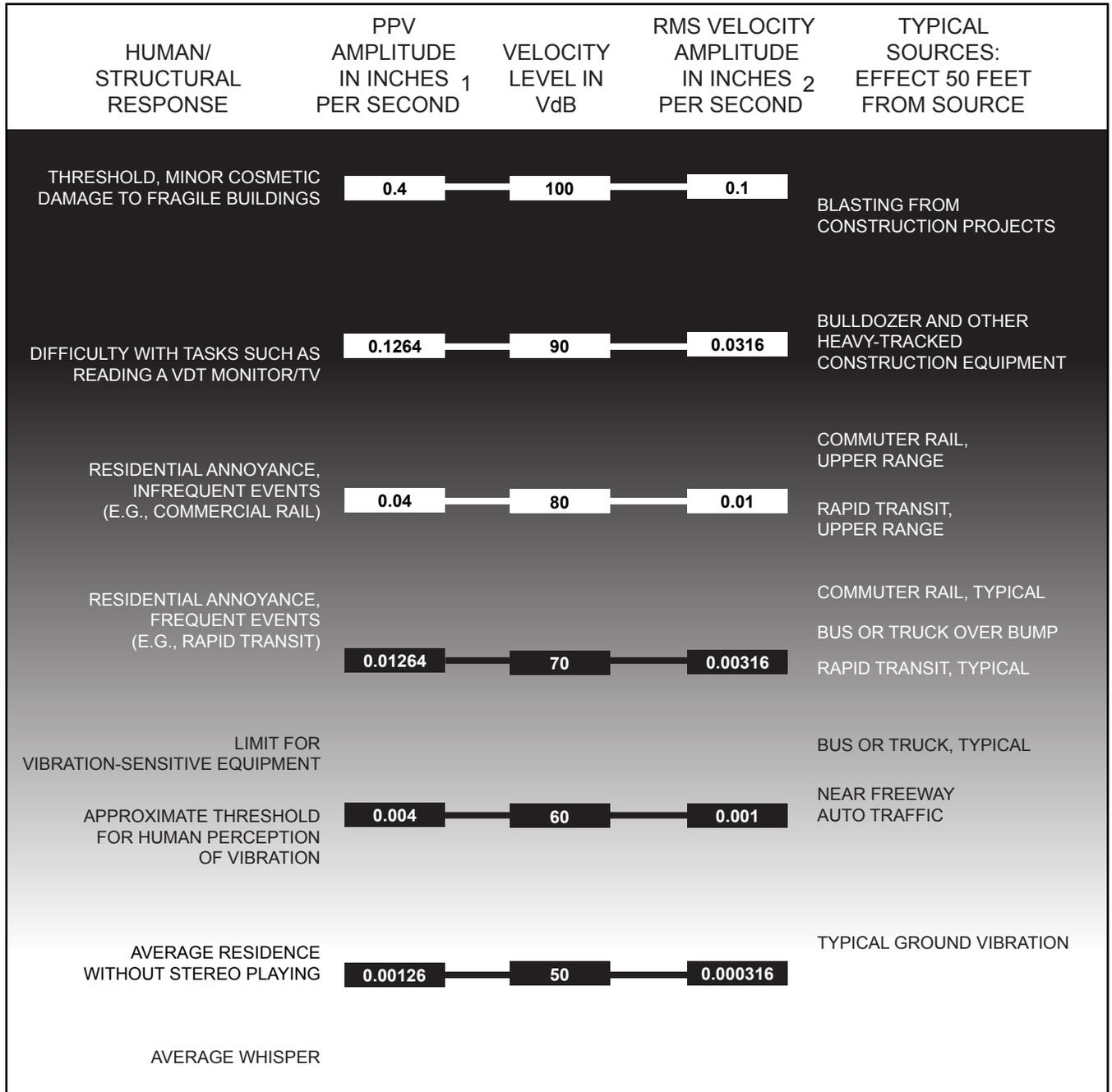
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2 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2006), p. 7-8.

3 California Department of Transportation, *Earthborne Vibrations* (1990), p. VII-27.

4 Federal Transit Administration, *Transit Noise* (2006), pp. 7-1–7-2.

5 Federal Transit Administration, *Transit Noise* (2006), p. 7-9.



<sup>1</sup> PPV is typically a factor 1.7 to 6 times greater than RMS vibration velocity. A factor of 4 was used to calculate noise levels.

<sup>2</sup> Vibration levels in terms of velocity levels are defined as:  $V=20 \times \log_{10} (a/r)$   
 V=velocity levels in decibels  
 a=RMS velocity amplitude  
 r=reference amplitude (accepted reference quantities for vibration velocity are  $1 \times 10^{-6}$  inches/second in the United States)

FIGURE 4.7-2

## 4.7.2 Existing Conditions

The proposed Project is bounded by South San Fernando Boulevard to the north, South First Street to the south, East Verdugo Avenue to the east, and East Tujunga Avenue to the west. The Project site is located in an area that is developed with a mix of commercial and multifamily residential uses and surface parking lots.

### ***Existing Ambient Noise Levels***

Noise measurements were taken by Meridian Consultants, LLC on March 2, 2016 using a Larson Davis 831 SLM sound level meter. The noise meter and monitoring protocols used meet the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. The sound meter was equipped with an omnidirectional microphone, and was calibrated prior to recording, and was set at approximately 5 feet aboveground. Sound measurements were taken at 15 minute intervals.

The results of the noise monitoring are provided in **Table 4.7-2, Existing Project Area Noise Levels**. As shown, existing noise levels range from a low 59.8 to a high of 80.1 dBA CNEL at 50 feet from roadway centerline.

**Table 4.7-2  
Existing Project Area Noise Levels**

| Site   | Location  | Leq (15-minute) |
|--------|---|-----------------|
| Site 1 | First Street—between E. Tujunga Avenue and E. Verdugo Avenue            | 69.1            |
| Site 2 | Corner of S. First Street and E. Tujunga Avenue                         | 67.0            |
| Site 3 | E. Tujunga Avenue—between S. First Street and S. San Fernando Boulevard | 59.8            |
| Site 4 | Corner of E. Verdugo Avenue and S. San Fernando Boulevard               | 69.4            |
| Site 5 | E. Verdugo Avenue—between S. San Fernando Boulevard and S. First Street | 80.1            |

Refer to **Appendix E** for monitoring data sheets.

Site 1 Measurement taken on Wednesday, March 2, 2016 from 8:39 AM–8:54 AM.

Site 2 Measurement taken on Wednesday, March 2, 2016 from 8:55 AM–9:10 AM.

Site 3 Measurement taken on Wednesday, March 2, 2016 from 9:12 AM–9:27 AM.

Site 4 Measurement taken on Wednesday, March 2, 2016 from 9:34 AM–9:49 AM.

Site 5 Measurement taken on Wednesday, March 2, 2016 from 9:51 AM–10:07 AM.

### ***Existing Noise Levels for the Roadways***

Traffic noise is the dominant noise source in the area, originating from major roads such as S. San Fernando Boulevard, South First Street, East Verdugo Avenue, East Tujunga Avenue and the Golden

State Freeway (I-5). Noise measurements and a description of each location are provided in **Table 4.7-3, Existing Roadway Noise Levels**. These measurements are representative of typical ambient noise levels at commercial and residential locations. A visual representation of noise monitoring location is shown in **Figure 4.7-3, Noise Monitoring Location Map**.

**Table 4.7-3  
Existing Roadway Noise Levels**

| <b>Intersection #</b>             | <b>Roadway Segment</b>       | <b>Existing Roadway Noise Levels (dB[A] CNEL)</b> |
|-----------------------------------|------------------------------|---|
| <b><i>Victory Boulevard</i></b>   |                              |   |
| 1                                 | North of Magnolia Boulevard  | 66.0  |
| <b><i>Magnolia Boulevard</i></b>  |                              |   |
| 1                                 | West of Victory Boulevard    | 65.6  |
| <b><i>Victory Boulevard</i></b>   |                              |   |
| 1                                 | South of Magnolia Boulevard  | 65.8  |
| 4                                 | North of Olive Avenue        | 66.2  |
| <b><i>Magnolia Boulevard</i></b>  |                              |   |
| 1                                 | East of Victory Boulevard    | 65.6  |
| 2                                 | West of First Street         | 65.6  |
| <b><i>First Street</i></b>        |                              |   |
| 2                                 | North of Magnolia Boulevard  | 63.5  |
| <b><i>First Street</i></b>        |                              |   |
| 2                                 | South of Magnolia Boulevard  | 63.3  |
| 3                                 | North of Orange Grove Avenue | 63.5  |
| <b><i>Magnolia Boulevard</i></b>  |                              |   |
| 2                                 | East of First Street         | 64.4  |
| <b><i>First Street</i></b>        |                              |   |
| 3                                 | South of Orange Grove        | 63.1  |
| 5                                 | North of Olive Avenue        | 63.6  |
| <b><i>Orange Grove Avenue</i></b> |                              |   |
| 3                                 | East of First Street         | 60.2  |
| <b><i>Orange Grove Avenue</i></b> |                              |   |
| 3                                 | West of First Street         | 60.8  |
| <b><i>Victory Boulevard</i></b>   |                              |   |
| 4                                 | South of Olive Avenue        | 65.4  |
| <b><i>Olive Avenue</i></b>        |                              |   |
| 4                                 | East of Victory Boulevard    | 65.7  |
| 5                                 | West of First Street         | 65.5  |
| <b><i>Olive Avenue</i></b>        |                              |   |

| Intersection #                | Roadway Segment                | Existing Roadway Noise Levels (dB[A] CNEL) |
|-------------------------------|--------------------------------|--|
| 4                             | West of Victory Boulevard      | 65.3                                       |
| <b>First Street</b>           |                                |  |
| 5                             | South of Olive Avenue          | 62.8                                       |
| 8                             | North of Angeleno Avenue       | 62.3                                       |
| <b>Olive Avenue</b>           |                                |  |
| 5                             | East of First Street           | 64.3                                       |
| 6                             | West of Glenoaks Boulevard     | 62.5                                       |
| <b>Glenoaks Boulevard</b>     |                                |  |
| 6                             | North of Olive Avenue          | 66.5                                       |
| <b>Glenoaks Boulevard</b>     |                                |  |
| 6                             | South of Olive Avenue          | 66.4                                       |
| 13                            | North of Verdugo Avenue        | 66.3                                       |
| <b>Olive Avenue</b>           |                                |  |
| 6                             | East of Glenoaks Boulevard     | 61.3                                       |
| <b>Front Street</b>           |                                |  |
| 7                             | North of I-5 Southbound Ramps  | 60.4                                       |
| <b>Front Street</b>           |                                |  |
| 7                             | South of I-5 Southbound Ramps  | 63.7                                       |
| <b>I-5 Southbound Ramps</b>   |                                |  |
| 7                             | East of Front Street           | 62.0                                       |
| <b>First Street</b>           |                                |  |
| 8                             | South of Angeleno Avenue       | 61.6                                       |
| 9                             | North of Tujunga Avenue        | 61.5                                       |
| <b>Angeleno Avenue</b>        |                                |  |
| 8                             | East of First Street           | 59.8                                       |
| <b>Angeleno Avenue</b>        |                                |  |
| 8                             | West of First Street           | 60.6                                       |
| <b>First Street</b>           |                                |  |
| 9                             | South of Tujunga Avenue        | 61.1                                       |
| 11                            | North of Verdugo Avenue        | 61.1                                       |
| <b>Tujunga Avenue</b>         |                                |  |
| 9                             | East of First Street           | 51.1                                       |
| 10                            | West of San Fernando Boulevard | 51.0                                       |
| <b>Tujunga Avenue</b>         |                                |  |
| 9                             | West of First Street           | 49.0                                       |
| <b>San Fernando Boulevard</b> |                                |  |
| 10                            | North of Tujunga Avenue        | 59.5                                       |
| <b>San Fernando Boulevard</b> |                                |  |

| Intersection #                | Roadway Segment                | Existing Roadway Noise Levels (dB[A] CNEL) |
|-------------------------------|--------------------------------|--|
| 10                            | South of Tujunga Avenue        | 59.8                                       |
| 12                            | North of Verdugo Avenue        | 59.8                                       |
| <b>First Street</b>           |                                |  |
| 11                            | South of Verdugo Avenue        | 54.0                                       |
| <b>Verdugo Avenue</b>         |                                |  |
| 11                            | East of First Street           | 63.3                                       |
| 12                            | West of San Fernando Boulevard | 62.9                                       |
| <b>Verdugo Avenue</b>         |                                |  |
| 11                            | West of First Street           | 64.1                                       |
| <b>San Fernando Boulevard</b> |                                |  |
| 12                            | South of Verdugo Avenue        | 63.1                                       |
| 14                            | North Providencia Avenue       | 63.5                                       |
| <b>Verdugo Avenue</b>         |                                |  |
| 12                            | East of San Fernando Boulevard | 62.7                                       |
| 13                            | West of Glenoaks Boulevard     | 61.1                                       |
| <b>Glenoaks Boulevard</b>     |                                |  |
| 13                            | South of Verdugo Avenue        | 66.4                                       |
| 15                            | North of Providencia Avenue    | 66.4                                       |
| <b>Verdugo Avenue</b>         |                                |  |
| 13                            | East of Glenoaks Boulevard     | 59.5                                       |
| <b>San Fernando Boulevard</b> |                                |  |
| 14                            | South of Providencia Avenue    | 64.0                                       |
| 20                            | North of Alameda Avenue        | 64.3                                       |
| <b>Providencia Avenue</b>     |                                |  |
| 14                            | East of San Fernando Boulevard | 56.4                                       |
| 15                            | West of Glenoaks Boulevard     | 55.8                                       |
| <b>Providencia Avenue</b>     |                                |  |
| 14                            | West of San Fernando Boulevard | 51.6                                       |
| <b>Glenoaks Boulevard</b>     |                                |  |
| 15                            | South of Providencia Avenue    | 67.2                                       |
| 21                            | North of Alameda Avenue        | 67.2                                       |
| <b>Providencia Avenue</b>     |                                |  |
| 15                            | East of Glenoaks Boulevard     | 58.0                                       |
| <b>Lake Street</b>            |                                |  |
| 16                            | North of Alameda Avenue        | 60.2                                       |
| <b>Lake Street</b>            |                                |  |
| 16                            | South of Alameda Avenue        | 57.6                                       |
| <b>Alameda Avenue</b>         |                                |  |

| Intersection #                | Roadway Segment                | Existing Roadway Noise Levels (dB[A] CNEL) |
|-------------------------------|--------------------------------|--|
| 16                            | East of Lake Street            | 67.0                                       |
| 17                            | West of I-5 Southbound Ramps   | 66.0                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 16                            | West of Lake Street            | 66.3                                       |
| <b>I-5 Southbound Ramps</b>   |                                |  |
| 17                            | North of Alameda Avenue        | 59.4                                       |
| <b>I-5 Southbound Ramps</b>   |                                |  |
| 17                            | South of Alameda Avenue        | 59.2                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 17                            | East of I-5 Southbound Ramps   | 66.1                                       |
| 18                            | West of I-5 Northbound Ramps   | 66.1                                       |
| <b>I-5 Northbound Ramps</b>   |                                |  |
| 18                            | North of Alameda Avenue        | 62.4                                       |
| <b>I-5 Northbound Ramps</b>   |                                |  |
| 18                            | South of Alameda Avenue        | 58.8                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 18                            | East of I-5 Northbound Ramps   | 66.8                                       |
| 19                            | West of Flower Street          | 66.0                                       |
| <b>Flower Street</b>          |                                |  |
| 19                            | North of Alameda Avenue        | 59.1                                       |
| <b>Flower Street</b>          |                                |  |
| 19                            | South of Alameda Avenue        | 61.9                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 19                            | East of Flower Street          | 65.8                                       |
| 20                            | West of San Fernando Boulevard | 65.8                                       |
| <b>San Fernando Boulevard</b> |                                |  |
| 20                            | South of Alameda Avenue        | 64.2                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 20                            | East of San Fernando Boulevard | 64.1                                       |
| 21                            | West of Glenoaks Boulevard     | 63.7                                       |
| <b>Glenoaks Boulevard</b>     |                                |  |
| 21                            | South of Alameda Avenue        | 67.0                                       |
| <b>Alameda Avenue</b>         |                                |  |
| 21                            | East of Glenoaks Boulevard     | 60.5                                       |

Source: Roadway noise model results are provided in **Appendix E**.

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.



SOURCE: Google Earth - 2016

FIGURE 4.7-3

## Sensitive Receptors

Noise- and vibration- sensitive uses include residences, hotels, and open space areas where quiet environments are necessary for enjoyment, public health, and safety. Noise-sensitive land uses include hotel uses to the northwest, and commercial and residential uses to the north.

**Figure 4.7-4, Sensitive Receptor Locations**, provides a detailed image of the nearby land uses and identifies the sensitive receptor locations closest to the Project site. **Table 4.7-4, Project Area Sensitive Receptor Locations**, identifies the locations of the four (4) noise-sensitive receptors identified in the vicinity of the Project area.

**Table 4.7-4**  
**Project Area Sensitive Receptor Locations**

| Receptor ID | Type of Land Use        | Approximate Address    |
|-------------|-------------------------|------------------------|
| 1           | Holiday Inn             | 150 E. Angeleno Avenue |
| 2           | Residence Inn           | 321 S. First Street    |
| 3           | Verdugo Tower           | 151 E. Verdugo Avenue  |
| 4           | Single-family residence | 130 E. Verdugo Avenue  |

### 4.7.3 Regulatory Framework

Specific Noise policies are enacted at the local level. Key federal, State, and local laws, regulations, and specific policies that regulate are summarized.

#### ***Federal***

##### **US Environmental Protection Agency**

The US Environmental Protection Agency's (USEPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, USEPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, which established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, EPA administrators determined that subjective issues, such as noise, would be better addressed at lower levels of government, thereby allowing more individualized control for specific issues by designated federal, State, and local government agencies. Accordingly, in 1982, responsibilities for regulating noise control policies were transferred to designated federal agencies and State and local governments. However, noise control guidelines and regulations contained in EPA rulings from prior years remain in place.

## **State**

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation.

### **California Green Building Standards Code**

Title 24 of the California Code of Regulations, also known as the California Green Building Standards Code, establishes building standards applicable to all occupancies throughout the State. The code provides acoustical regulations for exterior-to-interior sound insulation, as well as for sound and impact isolation between adjacent spaces of various occupied units. Title 24, Part 2, Chapter 12, Section 1207.11.2, states that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn in any habitable room.

## **Local Regulations**

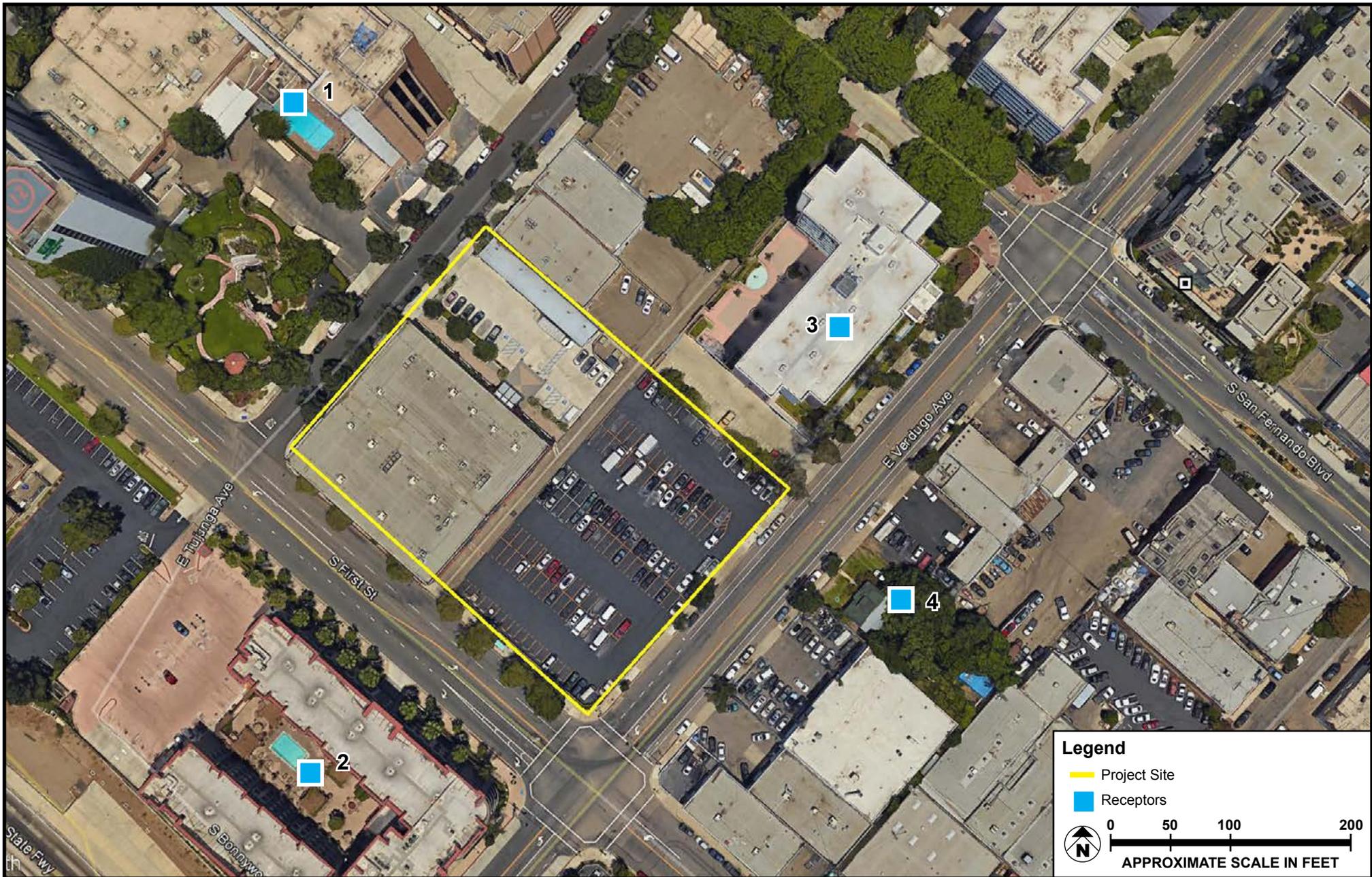
### **Burbank 2035 Noise Element**

The City of Burbank has established non-transportation-related noise standards of 55 dBA Leq[h] for daytime hours (7:00 AM to 10:00 PM) and 45 dBA Leq[h] for nighttime hours (10:00 PM to 7:00 AM), and land use compatibility noise standards of up to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior spaces for residential land uses. The City of Burbank 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. Construction noise is held to regular noise standards outside the hours listed above and on Sundays and federal holidays.

### **Burbank Noise Ordinance**

The City of Burbank Noise Ordinance (Title 9, Building Regulations; Chapter 3, Environmental Protection; Article 2, Noise Control of the Burbank Municipal Code [BMC]) contains performance standards for the purpose of prohibiting unnecessary, excessive, and annoying sounds that, at certain levels and frequencies, are detrimental to the health and welfare of the city's residents. In addition, the BMC identifies the days and hours that construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work can take place in the City.

The following sections of the City's Noise Ordinance are applicable to the proposed Project.



SOURCE: Google Earth - 2016

FIGURE 4.7-4

**9-1-1-105.8: Construction Hours**

The following construction hours shall apply to all construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work regulated by this code:

**Construction Hours:**

Monday–Friday: 7:00 AM to 7:00 PM

Saturday: 8:00 AM to 5:00 PM

Sunday and City Holidays: None

**Exceptions:**

1. Single-family residential owner-builder permits when work is performed solely by the owner and family members:

Monday–Friday: 7:00 AM to 7:00 PM

Saturday: 8:00 AM to 5:00 PM

Sunday and City Holidays: 8:00 AM to 5:00 PM

2. Where work must be performed in an emergency situation, as defined in Section 9-3-204 of the Burbank Municipal Code.
3. The Community Development Director may grant exceptions wherever there are practical difficulties involved in carrying out the provisions of this section or other specific onsite activity warrants unique consideration.
4. The Planning Board or City Council may grant exceptions pursuant to land use entitlements.

**9-3-208: Machinery, Equipment, Fans and Air Conditioning**

- A. Decibel Limit: No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner as to cause the ambient noise level to be exceeded by more than five decibels. In the case of leaf blowers, as defined by Section 9-3-214 of this article, the ambient noise level may not be exceeded by more than 20 decibels.
- B. Ambient Noise Base Level: For the purposes of this section only, all ambient noise measurements shall commence at the following ambient noise base levels in the zones and during the times shown:

| Noise Level (dB) | Time of day | Land Use    |
|------------------|-------------|-------------|
| 45               | Night       | Residential |
| 55               | Day         | Residential |
| 65               | Any         | Commercial  |
| 70               | Any         | All other   |

Accordingly, and by way of illustration, the ambient noise level in commercial zones shall be deemed to be sixty-five (65) dB notwithstanding a lower reading; provided, however, that when the ambient noise base level for the property on which the machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device is located is higher than the ambient noise base level for adjacent property, the ambient noise base level for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

#### 4.7.4 Methodology

Analysis of the existing and future noise environments presented in this section is based on technical reports, noise monitoring, and noise prediction modeling. Predicted vibration impacts resulting from the implementation of the proposed Project were determined using data from the Federal Transportation Administration (FTA). Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments. This was accomplished using the Federal Highway Administration Highway Transportation Noise Model (TNM). This model calculates the average noise levels at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions. Traffic volumes utilized as data inputs to the noise prediction model were calculated based on the traffic analysis provided in **Section 4.8, Transportation and Traffic**.

To assess the potential Project and cumulative impacts with the development of the proposed Project, the following scenarios were studied:

- Existing (2016) with Phase 1
- Existing (2016) with Phases 1 and 2A
- Existing (2016) with Phases 1 and 2B
- Future (2020) with Phase 1
- Future (2023) with Phases 1 and 2A
- Future (2023) with Phases 1 and 2B

### 4.7.5 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, CEQA identifies criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the State CEQA Guidelines (Environmental Checklist Form) lists the following thresholds, under which a project may be deemed to have a significant impact on noise if it would:

|                  |   |
|------------------|---|
| <b>Threshold</b> | <b>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?</b> |
| <b>Threshold</b> | <b>Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</b>   |
| <b>Threshold</b> | <b>Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?</b>  |
| <b>Threshold</b> | <b>Result in substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?</b>  |

Topics that were determined to be less than significant or have no impact through the analysis found within the Initial Study (see **Appendix A**) do not require further analysis in the EIR. Please refer to **Section 6.1, Effects Found Not to Be Significant** for an evaluation of these topics.

### 4.7.6 Project Impact Analysis

The environmental impact analysis presented below is based on determinations made in the Initial Study for impacts considered to be potentially significant and for impacts identified by reviewing agencies, organizations, or individuals commenting on the NOP as potentially significant (See **Responses to NOP in Appendix A**).

|                   |   |
|-------------------|---|
| <b>Threshold</b>  | <b>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?</b> |
| <b>Threshold:</b> | <b>Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?</b>  |

### Vehicle Noise

According to the Burbank2035 General Plan, Mobility Element, the dominant noise source in Burbank is traffic noise. Most of this noise originates from major roads such as Alameda Avenue, S. San Fernando Boulevard, Olive Avenue, and Glenoaks Boulevard and from freeway traffic on the Golden State (I-5) and Glendale (SR 134) Freeways. In addition, the City recognizes that the most efficient and effective means of controlling noise is to reduce noise at the source. However, the City also recognizes that it has no direct control over noise produced by trucks, cars, and trains because federal and State regulations preempt local laws. Therefore, the City does not provide any thresholds for vehicular noise. Nevertheless, vehicular noise can potentially affect land uses located along the studied roadway system. Based on the distribution of traffic volumes, noise modeling was conducted for the roadways analyzed in **Section 4.8, Transportation and Traffic**.

#### **Existing (2016) With Phase 1**

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-5, Existing with Phase 1**. The difference in traffic noise between Existing Conditions and Existing with Phase 1 conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-5**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 0.1 dBA along various study intersections. Consequently, noise impacts under the Existing with Phase 1 scenario would be less than significant.

**Table 4.7-5  
Existing with Phase 1**

| Intersection #            | Roadway Segment             | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|---------------------------|-----------------------------|---|-----------------------|-----------------------|---------------------|
|                           |                             | Existing  | Existing with Phase 1 | Change due to Project |                     |
| <b>Victory Boulevard</b>  |                             |   |                       |                       |                     |
| 1                         | North of Magnolia Boulevard | 66.0  | 66.0                  | 0.0                   | No                  |
| <b>Magnolia Boulevard</b> |                             |   |                       |                       |                     |
| 1                         | West of Victory Boulevard   | 65.6  | 65.6                  | 0.0                   | No                  |
| <b>Victory Boulevard</b>  |                             |   |                       |                       |                     |
| 1                         | South of Magnolia Boulevard | 65.8  | 65.8                  | 0.0                   | No                  |
| 4                         | North of Olive Avenue       | 66.2  | 66.2                  | 0.0                   | No                  |
| <b>Magnolia Boulevard</b> |                             |   |                       |                       |                     |
| 1                         | East of Victory Boulevard   | 65.6  | 65.6                  | 0.0                   | No                  |

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|----------------------------|------------------------------|---|-----------------------|-----------------------|---------------------|
|                            |                              | Existing  | Existing with Phase 1 | Change due to Project |                     |
| 2                          | West of First Street         | 65.6  | 65.6                  | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                       |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.5  | 63.5                  | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                       |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.3  | 63.3                  | 0.0                   | No                  |
| 3                          | North of Orange Grove Avenue | 63.5  | 63.5                  | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                       |                       |                     |
| 2                          | East of First Street         | 64.4  | 64.4                  | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                       |                       |                     |
| 3                          | South of Orange Grove        | 63.1  | 63.1                  | 0.0                   | No                  |
| 5                          | North of Olive Avenue        | 63.6  | 63.6                  | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                       |                       |                     |
| 3                          | East of First Street         | 60.2  | 60.2                  | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                       |                       |                     |
| 3                          | West of First Street         | 60.8  | 60.8                  | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                       |                       |                     |
| 4                          | South of Olive Avenue        | 65.4  | 65.4                  | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                       |                       |                     |
| 4                          | East of Victory Boulevard    | 65.7  | 65.7                  | 0.0                   | No                  |
| 5                          | West of First Street         | 65.5  | 65.5                  | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                       |                       |                     |
| 4                          | West of Victory Boulevard    | 65.3  | 65.3                  | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                       |                       |                     |
| 5                          | South of Olive Avenue        | 62.8  | 62.8                  | 0.0                   | No                  |
| 8                          | North of Angeleno Avenue     | 62.3  | 62.4                  | 0.1                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                       |                       |                     |
| 5                          | East of First Street         | 64.3  | 64.3                  | 0.0                   | No                  |
| 6                          | West of Glenoaks Boulevard   | 62.5  | 62.5                  | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>  |                              |   |                       |                       |                     |
| 6                          | North of Olive Avenue        | 66.5  | 66.5                  | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>  |                              |   |                       |                       |                     |
| 6                          | South of Olive Avenue        | 66.4  | 66.4                  | 0.0                   | No                  |
| 13                         | North of Verdugo Avenue      | 66.3  | 66.3                  | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phase 1 | Change due to Project |                     |
| <b>Olive Avenue</b>           |                                |   |                       |                       |                     |
| 6                             | East of Glenoaks Boulevard     | 61.3  | 61.3                  | 0.0                   | No                  |
| <b>Front Street</b>           |                                |   |                       |                       |                     |
| 7                             | North of I-5 Southbound Ramps  | 60.4  | 60.4                  | 0.0                   | No                  |
| <b>Front Street</b>           |                                |   |                       |                       |                     |
| 7                             | South of I-5 Southbound Ramps  | 63.7  | 63.7                  | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                       |                       |                     |
| 7                             | East of Front Street           | 62.0  | 62.1                  | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                       |                       |                     |
| 8                             | South of Angeleno Avenue       | 61.6  | 61.7                  | 0.1                   | No                  |
| 9                             | North of Tujunga Avenue        | 61.5  | 61.6                  | 0.1                   | No                  |
| <b>Angeleno Avenue</b>        |                                |   |                       |                       |                     |
| 8                             | East of First Street           | 59.8  | 59.8                  | 0.0                   | No                  |
| <b>Angeleno Avenue</b>        |                                |   |                       |                       |                     |
| 8                             | West of First Street           | 60.6  | 60.7                  | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                       |                       |                     |
| 9                             | South of Tujunga Avenue        | 61.1  | 61.2                  | 0.1                   | No                  |
| 11                            | North of Verdugo Avenue        | 61.1  | 61.2                  | 0.1                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                       |                       |                     |
| 9                             | East of First Street           | 51.1  | 51.1                  | 0.0                   | No                  |
| 10                            | West of San Fernando Boulevard | 51.0  | 51.0                  | 0.0                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                       |                       |                     |
| 9                             | West of First Street           | 49.0  | 49.0                  | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                       |                       |                     |
| 10                            | North of Tujunga Avenue        | 59.5  | 59.6                  | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                       |                       |                     |
| 10                            | South of Tujunga Avenue        | 59.8  | 59.8                  | 0.0                   | No                  |
| 12                            | North of Verdugo Avenue        | 59.8  | 59.9                  | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                       |                       |                     |
| 11                            | South of Verdugo Avenue        | 54.0  | 54.0                  | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                       |                       |                     |
| 11                            | East of First Street           | 63.3  | 63.4                  | 0.1                   | No                  |
| 12                            | West of San Fernando           | 62.9  | 63.0                  | 0.1                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phase 1 | Change due to Project |                     |
| <b>Boulevard</b>              |                                |   |                       |                       |                     |
| <b>Verdugo Avenue</b>         |                                |   |                       |                       |                     |
| 11                            | West of First Street           | 64.1  | 64.1                  | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                       |                       |                     |
| 12                            | South of Verdugo Avenue        | 63.1  | 63.2                  | 0.1                   | No                  |
| 14                            | North Providencia Avenue       | 63.5  | 63.5                  | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                       |                       |                     |
| 12                            | East of San Fernando Boulevard | 62.7  | 62.7                  | 0.0                   | No                  |
| 13                            | West of Glenoaks Boulevard     | 61.1  | 61.1                  | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                       |                       |                     |
| 13                            | South of Verdugo Avenue        | 66.4  | 66.4                  | 0.0                   | No                  |
| 15                            | North of Providencia Avenue    | 66.4  | 66.4                  | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                       |                       |                     |
| 13                            | East of Glenoaks Boulevard     | 59.5  | 59.5                  | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                       |                       |                     |
| 14                            | South of Providencia Avenue    | 64.0  | 64.0                  | 0.0                   | No                  |
| 20                            | North of Alameda Avenue        | 64.3  | 64.3                  | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                       |                       |                     |
| 14                            | East of San Fernando Boulevard | 56.4  | 56.4                  | 0.0                   | No                  |
| 15                            | West of Glenoaks Boulevard     | 55.8  | 55.9                  | 0.1                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                       |                       |                     |
| 14                            | West of San Fernando Boulevard | 51.6  | 51.6                  | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                       |                       |                     |
| 15                            | South of Providencia Avenue    | 67.2  | 67.2                  | 0.0                   | No                  |
| 21                            | North of Alameda Avenue        | 67.2  | 67.2                  | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                       |                       |                     |
| 15                            | East of Glenoaks Boulevard     | 58.0  | 58.0                  | 0.0                   | No                  |
| <b>Lake Street</b>            |                                |   |                       |                       |                     |
| 16                            | North of Alameda Avenue        | 60.2  | 60.2                  | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phase 1 | Change due to Project |                     |
| <b>Lake Street</b>            |                                |   |                       |                       |                     |
| 16                            | South of Alameda Avenue        | 57.6  | 57.6                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 16                            | East of Lake Street            | 67.0  | 67.0                  | 0.0                   | No                  |
| 17                            | West of I-5 Southbound Ramps   | 66.0  | 66.0                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 16                            | West of Lake Street            | 66.3  | 66.3                  | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                       |                       |                     |
| 17                            | North of Alameda Avenue        | 59.4  | 59.4                  | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                       |                       |                     |
| 17                            | South of Alameda Avenue        | 59.2  | 59.2                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 17                            | East of I-5 Southbound Ramps   | 66.1  | 66.2                  | 0.1                   | No                  |
| 18                            | West of I-5 Northbound Ramps   | 66.1  | 66.1                  | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                       |                       |                     |
| 18                            | North of Alameda Avenue        | 62.4  | 62.4                  | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                       |                       |                     |
| 18                            | South of Alameda Avenue        | 58.8  | 58.8                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 18                            | East of I-5 Northbound Ramps   | 66.8  | 66.8                  | 0.0                   | No                  |
| 19                            | West of Flower Street          | 66.0  | 66.1                  | 0.1                   | No                  |
| <b>Flower Street</b>          |                                |   |                       |                       |                     |
| 19                            | North of Alameda Avenue        | 59.1  | 59.1                  | 0.0                   | No                  |
| <b>Flower Street</b>          |                                |   |                       |                       |                     |
| 19                            | South of Alameda Avenue        | 61.9  | 61.9                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 19                            | East of Flower Street          | 65.8  | 65.8                  | 0.0                   | No                  |
| 20                            | West of San Fernando Boulevard | 65.8  | 65.8                  | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                       |                       |                     |
| 20                            | South of Alameda Avenue        | 64.2  | 64.2                  | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                       |                       |                     |
| 20                            | East of San Fernando           | 64.1  | 64.1                  | 0.0                   | No                  |

| Intersection #                   | Roadway Segment                               | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                       |                       | Significant Impact? |
|----------------------------------|---|---|-----------------------|-----------------------|---------------------|
|                                  |   | Existing  | Existing with Phase 1 | Change due to Project |                     |
| 21                               | Boulevard<br>West of<br>Glenoaks<br>Boulevard | 63.7  | 63.7                  | 0.0                   | No                  |
| <b><i>Glenoaks Boulevard</i></b> |   |   |                       |                       |                     |
| 21                               | South of Alameda Avenue                       | 67.0  | 67.0                  | 0.0                   | No                  |
| <b><i>Alameda Avenue</i></b>     |   |   |                       |                       |                     |
| 21                               | East of<br>Glenoaks<br>Boulevard              | 60.5  | 60.5                  | 0.0                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

### **Existing (2016) with Phases 1 and 2A**

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-6, Existing with Phases 1 and 2A**. The difference in traffic noise between Existing Conditions and Existing with Phases 1 and 2A conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-6**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 2.3 dBA on East Tujunga Avenue, west of South San Fernando Boulevard (Intersection 10). Consequently, noise impacts under the Existing with Phases 1 and 2A scenario would be less than significant.

**Table 4.7-6  
Existing with Phases 1 and 2A**

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|----------------------------|------------------------------|---|-------------------------------|-----------------------|---------------------|
|                            |                              | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
| <b>Victory Boulevard</b>   |                              |   |                               |                       |                     |
| 1                          | North of Magnolia Boulevard  | 66.0  | 66.0                          | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                               |                       |                     |
| 1                          | West of Victory Boulevard    | 65.6  | 65.6                          | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                               |                       |                     |
| 1                          | South of Magnolia Boulevard  | 65.8  | 65.8                          | 0.0                   | No                  |
| 4                          | North of Olive Avenue        | 66.2  | 66.2                          | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                               |                       |                     |
| 1                          | East of Victory Boulevard    | 65.6  | 65.6                          | 0.0                   | No                  |
| 2                          | West of First Street         | 65.6  | 65.6                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.3  | 63.3                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.5  | 63.5                          | 0.0                   | No                  |
| 3                          | North of Orange Grove Avenue | 63.5  | 63.5                          | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                               |                       |                     |
| 2                          | East of First Street         | 64.4  | 64.4                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 3                          | South of Orange Grove        | 63.1  | 63.1                          | 0.0                   | No                  |
| 5                          | North of Olive Avenue        | 63.6  | 63.6                          | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                               |                       |                     |
| 3                          | East of First Street         | 60.2  | 60.2                          | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                               |                       |                     |
| 3                          | West of First Street         | 60.8  | 60.8                          | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                               |                       |                     |
| 4                          | South of Olive Avenue        | 65.4  | 65.4                          | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                               |                       |                     |
| 4                          | East of Victory              | 65.7  | 65.7                          | 0.0                   | No                  |

| Intersection #              | Roadway Segment               | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-----------------------------|-------------------------------|---|-------------------------------|-----------------------|---------------------|
|                             |                               | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
|                             | Boulevard                     |   |                               |                       |                     |
| 5                           | West of First Street          | 65.5  | 65.5                          | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                               |                       |                     |
| 4                           | West of Victory Boulevard     | 65.3  | 65.3                          | 0.0                   | No                  |
| <b>First Street</b>         |                               |   |                               |                       |                     |
| 5                           | South of Olive Avenue         | 62.8  | 62.8                          | 0.0                   | No                  |
| 8                           | North of Angeleno Avenue      | 62.3  | 62.4                          | 0.1                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                               |                       |                     |
| 5                           | East of First Street          | 64.3  | 64.3                          | 0.0                   | No                  |
| 6                           | West of Glenoaks Boulevard    | 62.5  | 62.5                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                               |                       |                     |
| 6                           | North of Olive Avenue         | 66.5  | 66.5                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                               |                       |                     |
| 6                           | South of Olive Avenue         | 66.4  | 66.4                          | 0.0                   | No                  |
| 13                          | North of Verdugo Avenue       | 66.3  | 66.3                          | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                               |                       |                     |
| 6                           | East of Glenoaks Boulevard    | 61.3  | 61.3                          | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                               |                       |                     |
| 7                           | North of I-5 Southbound Ramps | 60.4  | 60.4                          | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                               |                       |                     |
| 7                           | South of I-5 Southbound Ramps | 63.7  | 63.7                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                               |   |                               |                       |                     |
| 7                           | East of Front Street          | 62.0  | 62.1                          | 0.1                   | No                  |
| <b>First Street</b>         |                               |   |                               |                       |                     |
| 8                           | South of Angeleno Avenue      | 61.6  | 61.8                          | 0.2                   | No                  |
| 9                           | North of Tujunga Avenue       | 61.5  | 61.7                          | 0.2                   | No                  |
| <b>Angeleno Avenue</b>      |                               |   |                               |                       |                     |
| 8                           | East of First Street          | 59.8  | 59.8                          | 0.0                   | No                  |
| <b>Angeleno Avenue</b>      |                               |   |                               |                       |                     |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
| 8                             | West of First Street           | 60.6  | 60.7                          | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                               |                       |                     |
| 9                             | South of Tujunga Avenue        | 61.1  | 61.3                          | 0.2                   | No                  |
| 11                            | North of Verdugo Avenue        | 61.1  | 61.3                          | 0.2                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                               |                       |                     |
| 9                             | East of First Street           | 51.1  | 52.9                          | 1.8                   | No                  |
| 10                            | West of San Fernando Boulevard | 51.0  | 53.3                          | 2.3                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                               |                       |                     |
| 9                             | West of First Street           | 49.0  | 49.0                          | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                               |                       |                     |
| 10                            | North of Tujunga Avenue        | 59.5  | 59.7                          | 0.2                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                               |                       |                     |
| 10                            | South of Tujunga Avenue        | 59.8  | 60.1                          | 0.3                   | No                  |
| 12                            | North of Verdugo Avenue        | 59.8  | 60.2                          | 0.4                   | No                  |
| <b>First Street</b>           |                                |   |                               |                       |                     |
| 11                            | South of Verdugo Avenue        | 54.0  | 54.0                          | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                               |                       |                     |
| 11                            | East of First Street           | 63.3  | 63.3                          | 0.0                   | No                  |
| 12                            | West of San Fernando Boulevard | 62.9  | 62.9                          | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                               |                       |                     |
| 11                            | West of First Street           | 64.1  | 64.2                          | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                               |                       |                     |
| 12                            | South of Verdugo Avenue        | 63.1  | 63.2                          | 0.1                   | No                  |
| 14                            | North of Providencia Avenue    | 63.5  | 63.6                          | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                               |                       |                     |
| 12                            | East of San Fernando Boulevard | 62.7  | 62.7                          | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
| 13                            | West of Glenoaks Boulevard     | 61.1  | 61.2                          | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                               |                       |                     |
| 13                            | South of Verdugo Avenue        | 66.4  | 66.4                          | 0.0                   | No                  |
| 15                            | North of Providencia Avenue    | 66.4  | 66.5                          | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                               |                       |                     |
| 13                            | East of Glenoaks Boulevard     | 59.5  | 59.5                          | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                               |                       |                     |
| 14                            | South of Providencia Avenue    | 64.0  | 64.1                          | 0.1                   | No                  |
| 20                            | North of Alameda Avenue        | 64.3  | 64.3                          | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                               |                       |                     |
| 14                            | East of San Fernando Boulevard | 56.4  | 56.4                          | 0.0                   | No                  |
| 15                            | West of Glenoaks Boulevard     | 55.8  | 55.9                          | 0.1                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                               |                       |                     |
| 14                            | West of San Fernando Boulevard | 51.6  | 51.6                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                               |                       |                     |
| 15                            | South of Providencia Avenue    | 67.2  | 67.2                          | 0.0                   | No                  |
| 21                            | North of Alameda Avenue        | 67.2  | 67.2                          | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                               |                       |                     |
| 15                            | East of Glenoaks Boulevard     | 58.0  | 58.0                          | 0.0                   | No                  |
| <b>Lake Street</b>            |                                |   |                               |                       |                     |
| 16                            | North of Alameda Avenue        | 60.2  | 60.2                          | 0.0                   | No                  |
| <b>Lake Street</b>            |                                |   |                               |                       |                     |
| 16                            | South of Alameda Avenue        | 57.6  | 57.6                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |
| 16                            | East of Lake Street            | 67.0  | 67.0                          | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                               |                                | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
| 17                            | West of I-5 Southbound Ramps   | 66.0  | 66.0                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |
| 16                            | West of Lake Street            | 66.3  | 66.3                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                               |                       |                     |
| 17                            | North of Alameda Avenue        | 59.4  | 59.4                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                               |                       |                     |
| 17                            | South of Alameda Avenue        | 59.2  | 59.2                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |
| 17                            | East of I-5 Southbound Ramps   | 66.1  | 66.2                          | 0.1                   | No                  |
| 18                            | West of I-5 Northbound Ramps   | 66.1  | 66.1                          | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                               |                       |                     |
| 18                            | North of Alameda Avenue        | 62.4  | 62.4                          | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                               |                       |                     |
| 18                            | South of Alameda Avenue        | 58.8  | 58.8                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |
| 18                            | East of I-5 Northbound Ramps   | 66.8  | 66.8                          | 0.0                   | No                  |
| 19                            | West of Flower Street          | 66.0  | 66.1                          | 0.1                   | No                  |
| <b>Flower Street</b>          |                                |   |                               |                       |                     |
| 19                            | North of Alameda Avenue        | 59.1  | 59.1                          | 0.0                   | No                  |
| <b>Flower Street</b>          |                                |   |                               |                       |                     |
| 19                            | South of Alameda Avenue        | 61.9  | 61.9                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |
| 19                            | East of Flower Street          | 65.8  | 65.8                          | 0.0                   | No                  |
| 20                            | West of San Fernando Boulevard | 65.8  | 65.8                          | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                               |                       |                     |
| 20                            | South of Alameda Avenue        | 64.2  | 64.2                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                               |                       |                     |

| Intersection #            | Roadway Segment                | Roadway Noise Level, 75 feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|---------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                           |                                | Existing  | Existing with Phases 1 and 2A | Change due to Project |                     |
| 20                        | East of San Fernando Boulevard | 64.1  | 64.1                          | 0.0                   | No                  |
| 21                        | West of Glenoaks Boulevard     | 63.7  | 63.7                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b> |                                |   |                               |                       |                     |
| 21                        | South of Alameda Avenue        | 67.0  | 67.0                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>     |                                |   |                               |                       |                     |
| 21                        | East of Glenoaks Boulevard     | 60.5  | 60.6                          | 0.1                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

### **Existing (2016) with Phases 1 and 2B**

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-7, Existing with Phases 1 and 2B**. The difference in traffic noise between Existing Conditions and Existing with Phases 1 and 2B conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-7**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 1.8 dBA on East Tujunga Avenue, East of South First Street (Intersection 9). Consequently, noise impacts under the Existing with Phases 1 and 2B scenario would be less than significant.

**Table 4.7-7  
Existing with Phases 1 and 2B**

| Intersection #            | Roadway Segment             | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|---------------------------|-----------------------------|---|-------------------------------|-----------------------|---------------------|
|                           |                             | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| <b>Victory Boulevard</b>  |                             |   |                               |                       |                     |
| 1                         | North of Magnolia Boulevard | 66.0  | 66.0                          | 0.0                   | No                  |
| <b>Magnolia Boulevard</b> |                             |   |                               |                       |                     |
| 1                         | West of Victory Boulevard   | 65.6  | 65.7                          | 0.1                   | No                  |
| <b>Victory Boulevard</b>  |                             |   |                               |                       |                     |
| 1                         | South of Magnolia Boulevard | 65.8  | 65.8                          | 0.0                   | No                  |

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|----------------------------|------------------------------|---|-------------------------------|-----------------------|---------------------|
|                            |                              | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| 4                          | North of Olive Avenue        | 66.2  | 66.2                          | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                               |                       |                     |
| 1                          | East of Victory Boulevard    | 65.6  | 65.6                          | 0.0                   | No                  |
| 2                          | West of First Street         | 65.6  | 65.6                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.3  | 63.4                          | 0.1                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.5  | 63.7                          | 0.2                   | No                  |
| 3                          | North of Orange Grove Avenue | 63.5  | 63.6                          | 0.1                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                               |                       |                     |
| 2                          | East of First Street         | 64.4  | 64.4                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 3                          | South of Orange Grove        | 63.1  | 63.3                          | 0.2                   | No                  |
| 5                          | North of Olive Avenue        | 63.6  | 63.7                          | 0.1                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                               |                       |                     |
| 3                          | East of First Street         | 60.2  | 60.2                          | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                               |                       |                     |
| 3                          | West of First Street         | 60.8  | 60.8                          | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                               |                       |                     |
| 4                          | South of Olive Avenue        | 65.4  | 65.4                          | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                               |                       |                     |
| 4                          | East of Victory Boulevard    | 65.7  | 65.7                          | 0.0                   | No                  |
| 5                          | West of First Street         | 65.5  | 65.6                          | 0.1                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                               |                       |                     |
| 4                          | West of Victory Boulevard    | 65.3  | 65.3                          | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                               |                       |                     |
| 5                          | South of Olive Avenue        | 62.8  | 63.0                          | 0.2                   | No                  |
| 8                          | North of Angeleno Avenue     | 62.3  | 62.6                          | 0.3                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                               |                       |                     |
| 5                          | East of First Street         | 64.3  | 64.3                          | 0.0                   | No                  |
| 6                          | West of Glenoaks             | 62.5  | 62.5                          | 0.0                   | No                  |

| Intersection #              | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-----------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                             |                                | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| <b>Boulevard</b>            |                                |   |                               |                       |                     |
| <b>Glenoaks Boulevard</b>   |                                |   |                               |                       |                     |
| 6                           | North of Olive Avenue          | 66.5  | 66.5                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                                |   |                               |                       |                     |
| 6                           | South of Olive Avenue          | 66.4  | 66.4                          | 0.0                   | No                  |
| 13                          | North of Verdugo Avenue        | 66.3  | 66.3                          | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                                |   |                               |                       |                     |
| 6                           | East of Glenoaks Boulevard     | 61.3  | 61.3                          | 0.0                   | No                  |
| <b>Front Street</b>         |                                |   |                               |                       |                     |
| 7                           | North of I-5 Southbound Ramps  | 60.4  | 60.4                          | 0.0                   | No                  |
| <b>Front Street</b>         |                                |   |                               |                       |                     |
| 7                           | South of I-5 Southbound Ramps  | 63.7  | 63.7                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                                |   |                               |                       |                     |
| 7                           | East of Front Street           | 62.0  | 62.1                          | 0.1                   | No                  |
| <b>First Street</b>         |                                |   |                               |                       |                     |
| 8                           | South of Angeleno Avenue       | 61.6  | 62.0                          | 0.4                   | No                  |
| 9                           | North of Tujunga Avenue        | 61.5  | 61.9                          | 0.4                   | No                  |
| <b>Angeleno Avenue</b>      |                                |   |                               |                       |                     |
| 8                           | East of First Street           | 59.8  | 59.8                          | 0.0                   | No                  |
| <b>Angeleno Avenue</b>      |                                |   |                               |                       |                     |
| 8                           | West of First Street           | 60.6  | 60.7                          | 0.1                   | No                  |
| <b>First Street</b>         |                                |   |                               |                       |                     |
| 9                           | South of Tujunga Avenue        | 61.1  | 61.2                          | 0.1                   | No                  |
| 11                          | North of Verdugo Avenue        | 61.1  | 61.3                          | 0.2                   | No                  |
| <b>Tujunga Avenue</b>       |                                |   |                               |                       |                     |
| 9                           | East of First Street           | 51.1  | 52.9                          | 1.8                   | No                  |
| 10                          | West of San Fernando Boulevard | 51.0  | 52.7                          | 1.7                   | No                  |
| <b>Tujunga Avenue</b>       |                                |   |                               |                       |                     |
| 9                           | West of First Street           | 49.0  | 49.0                          | 0.0                   | No                  |

| Intersection #                | Roadway Segment                |    |             | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-------------------------------|--------------------------------|----|-------------|---|-------------------------------|-----------------------|---------------------|
|                               |                                |    |             | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| <b>San Fernando Boulevard</b> |                                |    |             |   |                               |                       |                     |
| 10                            | North Avenue                   | of | Tujunga     | 59.5  | 59.8                          | 0.3                   | No                  |
| <b>San Fernando Boulevard</b> |                                |    |             |   |                               |                       |                     |
| 10                            | South Avenue                   | of | Tujunga     | 59.8  | 59.9                          | 0.1                   | No                  |
| 12                            | North Avenue                   | of | Verdugo     | 59.8  | 60.2                          | 0.4                   | No                  |
| <b>First Street</b>           |                                |    |             |   |                               |                       |                     |
| 11                            | South Avenue                   | of | Verdugo     | 54.0  | 54.0                          | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |    |             |   |                               |                       |                     |
| 11                            | East of First Street           |    |             | 63.3  | 63.3                          | 0.0                   | No                  |
| 12                            | West of San Fernando Boulevard |    |             | 62.9  | 62.9                          | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |    |             |   |                               |                       |                     |
| 11                            | West of First Street           |    |             | 64.1  | 64.2                          | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |    |             |   |                               |                       |                     |
| 12                            | South Avenue                   | of | Verdugo     | 63.1  | 63.2                          | 0.1                   | No                  |
| 14                            | North Avenue                   |    | Providencia | 63.5  | 63.6                          | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |    |             |   |                               |                       |                     |
| 12                            | East of San Fernando Boulevard |    |             | 62.7  | 62.8                          | 0.1                   | No                  |
| 13                            | West Boulevard                 | of | Glenoaks    | 61.1  | 61.2                          | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |    |             |   |                               |                       |                     |
| 13                            | South Avenue                   | of | Verdugo     | 66.4  | 66.4                          | 0.0                   | No                  |
| 15                            | North Avenue                   | of | Providencia | 66.4  | 66.5                          | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |    |             |   |                               |                       |                     |
| 13                            | East Boulevard                 | of | Glenoaks    | 59.5  | 59.5                          | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |    |             |   |                               |                       |                     |
| 14                            | South Avenue                   | of | Providencia | 64.0  | 64.1                          | 0.1                   | No                  |
| 20                            | North Avenue                   | of | Alameda     | 64.3  | 64.3                          | 0.0                   | No                  |

| Intersection #              | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|-----------------------------|--------------------------------|---|-------------------------------|-----------------------|---------------------|
|                             |                                | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| <b>Providencia Avenue</b>   |                                |   |                               |                       |                     |
| 14                          | East of San Fernando Boulevard | 56.4  | 56.4                          | 0.0                   | No                  |
| 15                          | West of Glenoaks Boulevard     | 55.8  | 55.9                          | 0.1                   | No                  |
| <b>Providencia Avenue</b>   |                                |   |                               |                       |                     |
| 14                          | West of San Fernando Boulevard | 51.6  | 51.6                          | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                                |   |                               |                       |                     |
| 15                          | South of Providencia Avenue    | 67.2  | 67.2                          | 0.0                   | No                  |
| 21                          | North of Alameda Avenue        | 67.2  | 67.2                          | 0.0                   | No                  |
| <b>Providencia Avenue</b>   |                                |   |                               |                       |                     |
| 15                          | East of Glenoaks Boulevard     | 58.0  | 58.0                          | 0.0                   | No                  |
| <b>Lake Street</b>          |                                |   |                               |                       |                     |
| 16                          | North of Alameda Avenue        | 60.2  | 60.2                          | 0.0                   | No                  |
| <b>Lake Street</b>          |                                |   |                               |                       |                     |
| 16                          | South of Alameda Avenue        | 57.6  | 57.6                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                               |                       |                     |
| 16                          | East of Lake Street            | 67.0  | 67.0                          | 0.0                   | No                  |
| 17                          | West of I-5 Southbound Ramps   | 66.0  | 66.0                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                               |                       |                     |
| 16                          | West of Lake Street            | 66.3  | 66.3                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                                |   |                               |                       |                     |
| 17                          | North of Alameda Avenue        | 59.4  | 59.4                          | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                                |   |                               |                       |                     |
| 17                          | South of Alameda Avenue        | 59.2  | 59.2                          | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                               |                       |                     |
| 17                          | East of I-5 Southbound Ramps   | 66.1  | 66.2                          | 0.1                   | No                  |

| Intersection #                       | Roadway Segment                |    |                        | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                               |                       | Significant Impact? |
|--------------------------------------|--------------------------------|----|------------------------|---|-------------------------------|-----------------------|---------------------|
|                                      |                                |    |                        | Existing  | Existing with Phases 1 and 2B | Change due to Project |                     |
| 18                                   | West of I-5 Northbound Ramps   |    |                        | 66.1  | 66.1                          | 0.0                   | No                  |
| <b><i>I-5 Northbound Ramps</i></b>   |                                |    |                        |   |                               |                       |                     |
| 18                                   | North                          | of | Alameda Avenue         | 62.4  | 62.4                          | 0.0                   | No                  |
| <b><i>I-5 Northbound Ramps</i></b>   |                                |    |                        |   |                               |                       |                     |
| 18                                   | South                          | of | Alameda Avenue         | 58.8  | 58.8                          | 0.0                   | No                  |
| <b><i>Alameda Avenue</i></b>         |                                |    |                        |   |                               |                       |                     |
| 18                                   | East of I-5 Northbound Ramps   |    |                        | 66.8  | 66.8                          | 0.0                   | No                  |
| 19                                   | West of Flower Street          |    |                        | 66.0  | 66.1                          | 0.1                   | No                  |
| <b><i>Flower Street</i></b>          |                                |    |                        |   |                               |                       |                     |
| 19                                   | North                          | of | Alameda Avenue         | 59.1  | 59.1                          | 0.0                   | No                  |
| <b><i>Flower Street</i></b>          |                                |    |                        |   |                               |                       |                     |
| 19                                   | South                          | of | Alameda Avenue         | 61.9  | 61.9                          | 0.0                   | No                  |
| <b><i>Alameda Avenue</i></b>         |                                |    |                        |   |                               |                       |                     |
| 19                                   | East of Flower Street          |    |                        | 65.8  | 65.8                          | 0.0                   | No                  |
| 20                                   | West of San Fernando Boulevard |    |                        | 65.8  | 65.8                          | 0.0                   | No                  |
| <b><i>San Fernando Boulevard</i></b> |                                |    |                        |   |                               |                       |                     |
| 20                                   | South                          | of | Alameda Avenue         | 64.2  | 64.2                          | 0.0                   | No                  |
| <b><i>Alameda Avenue</i></b>         |                                |    |                        |   |                               |                       |                     |
| 20                                   | East                           | of | San Fernando Boulevard | 64.1  | 64.1                          | 0.0                   | No                  |
| 21                                   | West                           | of | Glenoaks Boulevard     | 63.7  | 63.7                          | 0.0                   | No                  |
| <b><i>Glenoaks Boulevard</i></b>     |                                |    |                        |   |                               |                       |                     |
| 21                                   | South                          | of | Alameda Avenue         | 67.0  | 67.0                          | 0.0                   | No                  |
| <b><i>Alameda Avenue</i></b>         |                                |    |                        |   |                               |                       |                     |
| 21                                   | East                           | of | Glenoaks Boulevard     | 60.5  | 60.6                          | 0.1                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

## ***Parking Structure Noise***

### **All Phases**

Development of the proposed Project would include a 173-space two-level above-ground parking and a 270-space three-level subterranean parking garage for Phase 1, a 243-space three-level subterranean parking garage for Phase 2A, and a 172-space two-level above ground and a 266-space three-level subterranean parking garage for Phase 2B. In general, noise associated with parking structures is not of sufficient volume to exceed community standards based on the time-weighted CNEL scale. Parking structures can be a source of annoyance due to automobile engine start-ups and acceleration, and the activation of car alarms.

Estimates of the maximum noise levels associated with parking lot activities are presented in **Table 4.7-8, Maximum Noise Levels Generated by Parking Areas**, and represent typical parking lot noise conditions based on numerous measurements recently conducted by Meridian Consultants. The noise levels presented are for a distance of 50 feet from the source and are the maximum noise levels generated; a range is provided to reflect the variability of noise generated by various automobile types and driving styles.

Noise generated within the parking structure will diminish with distance. Because the nearest sensitive receptors are greater than 50 feet from the parking structure, noise levels generated from the parking structure will be within the allowed standards of the City's Noise Ordinance and would not exceed the time-weighted CNEL scale associated City noise restrictions. As such, impacts would be less than significant.

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**Table 4.7-8**  
**Maximum Noise Levels Generated by Parking Areas**

| Parking Structure Event | Peak Noise Levels at 50 feet (dBA) |
|-------------------------|------------------------------------|
| Door Slamming           | 60 to 70                           |
| Car Alarms              | 65 to 75                           |
| Engine Start Ups        | 60 to 70                           |
| Tire Squeals            | 50 to 70                           |
| Car Pass-bys            | 55 to 70                           |

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## ***Street Sweeper Noise***

### **All Phases**

Other noise sources that may be associated with the parking structure areas include the use of sweepers in the early morning or late evening hours. Noise levels generated by sweepers are generally higher than parking lot noise associated with automobile activities. Sweepers can generate noise levels of 68 dBA Leq at 50 feet for normal sweeping activities. The noise from sweepers would not cause an increase in long-term noise of more than 3 dBA over the time-weighted CNEL, and would not be significant from that perspective. Noise generated by the sweeper within the parking structure would diminish with distance. As mentioned previously, because the nearest sensitive receptors are greater than 50 feet from the parking structure, noise levels generated from the sweepers within the parking structure would be within the allowed standards of the City's Noise Ordinance and would not exceed the time-weighted CNEL associated City noise restrictions. As such, impacts would be less than significant.

### ***Loading Dock Noise***

#### **All Phases**

As shown on **Figure 2.0-7, Phases 1 and 2A Ground Level**, and **Figure 2.0-23, Phase 2B Ground Level**, a porte cochere would be located along East Tujunga Avenue for vehicle pick up and drop offs. In addition, two loading docks would be located along the alley on the south side of the building.

Loading docks can generate noise levels of 56 dB Leq at a distance of 175 feet from the center of the loading dock area. Trash compactors on average generate a noise level of 55 dB at a distance of 50 feet. Based on the location of nearby sensitive receptors and the intermittent noise behavior of loading docks, the noise from loading docks would not cause an increase in long-term noise of more than 3 dBA over the time-weighted CNEL. Impacts would be less than significant.

### ***Other Stationary Noise Sources***

#### **All Phases**

The proposed Project could introduce various stationary noise sources, including heating, ventilation, and air conditioning (HVAC) systems which would be located on the proposed Project's roof tops. Typically, this type of equipment produces noise levels of approximately 56.0 dBA at 50 feet of distance from the source. The equipment would be located behind rooftop appurtenances which would further attenuate sound emanating from the HVAC systems. As sound doubles in distance to 100 feet from the equipment, sound levels would be 50 dBA, which would be lower than the typical 24-hour noise levels for this area.

Residents from the sensitive receptors may experience noise due to an increase in human activity within the area associated with sounds from the rooftop terrace. Potential noise sources include use of the fire pit, outdoor tv, game area, sun bathing area, and barbecues. However, these noise sources are not

unique and generally contribute to the ambient noise levels experienced in all residential areas. Overall, the noise generated by the proposed Project would not exceed the City's compatibility thresholds and impacts would be less than significant.

**Threshold**                      **Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

### All Phases

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations, with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and feasible vibrations at moderate levels and slight damage at the highest levels. Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings close to the Project site. The primary and most intensive vibration source associated with the development of the proposed Project would be the use of larger bulldozers and excavators during demolition and construction activities. Although some piles may be used in some development locations to alleviate potential building loads, the piles would be installed through on-site drilling of pile holes and would not include pile driving. Notwithstanding, these types of equipment can create intense noise that is disturbing and can result in ground vibrations.

Vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can achieve the audible and perceptible ranges in buildings close to the construction site. **Table 4.7-9, Vibration Source Levels for Construction Equipment**, lists vibration source levels for construction equipment.

**Table 4.7-9**  
**Vibration Source Levels for Construction Equipment**

| Equipment       | Vibration<br>(VdB) at 25 feet |
|-----------------|-------------------------------|
| Excavator       | 80                            |
| Large bulldozer | 87                            |
| Backhoe         | 80                            |
| Loaded trucks   | 86                            |

| Equipment       | Vibration (VdB) at 25 feet |
|-----------------|----------------------------|
| Roller          | 74                         |
| Small bulldozer | 58                         |

*Source: Office of Planning and Environment, Federal Transit Administration, Transit Noise and Vibration Impact Assessment (May 2006) FTA-VA-90-1003-06, 12-9.*

As indicated in **Table 4.7-9**, large bulldozers are capable of producing approximately 87 VdB at 25 feet. As previously noted, a vibration velocity of 75 VdB is the approximate threshold between barely perceptible and distinctly perceptible levels for many people. Activities during construction would be scheduled to occur between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses. Furthermore, due to their distance (approximately 75 feet), nearby sensitive receptors would not be affected by construction activities as a result of attenuation of ground-borne vibration. Consequently, heavy construction equipment would not generate substantial levels of vibration that would cause annoyance at the off-site vibration-sensitive residences. Accordingly, vibration impacts to off-site uses would be less than significant.

Upon completion of Phase 1, residential uses would be present on site during construction of Phase 2A/2B. As such, though temporary in duration, short-term vibration impacts would be potentially significant during demolition and construction to on-site sensitive receptors.

**Threshold                      Result in substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?**

### **All Phases**

The proposed Project will generally consist of two phases over a 4-year period. Phase 1 would include construction of a 14-story tower on the East Verdugo Avenue portion of the Project site and would be scheduled to begin in mid-2018. Phase 2A/2B would include construction of a 11- to 13-story tower constructed on the East Tujunga Avenue portion of the Project site and would be scheduled to begin in mid-2022. Furthermore, activities include demolition of existing structures, site preparation and grading including installation of site infrastructure and utilities, building construction, interior buildout, and installation of site lighting and landscaping.

Construction of Phase 1 of the proposed Project is not expected to begin until mid-2018 and commence in late 2019. In addition, construction of Phase 2A/2B is not expected to begin until early 2020 and commence in late 2022.

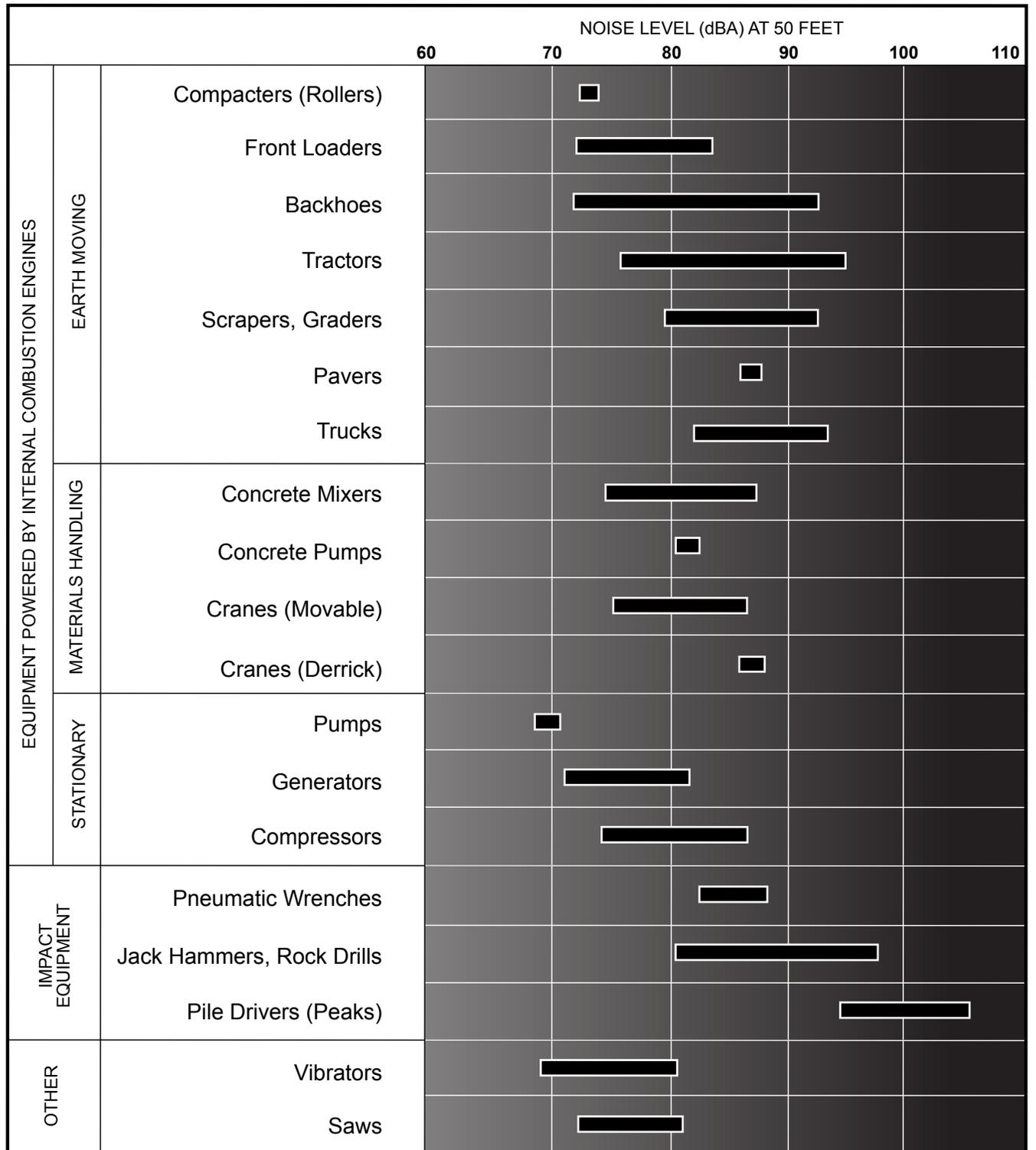
During Phase 2A/2B, demolition will involve the use of standard construction equipment such as bulldozers, loaders, backhoes, cranes and haul trucks. Grading during Phase 1 will involve 50,000 cubic yards of soil removal and Phase 2A/2B will involve 50,000 cubic yards of soil removal. Grading activities

would involve the use of standard earth-moving equipment, such as drop hammer, dozers, loaders, excavators, graders, backhoes, dump trucks and other related heavy-duty equipment, which would be stored on site during construction to minimize disruption of the surrounding land uses.

Construction of the proposed building, parking and ancillary structures will involve the use of standard construction equipment, such as hoists, cranes, mixer trucks, concrete pumps, laser screeds, and other related equipment. Finishing and testing activities could involve the use of hoist cranes and other related equipment.

Equipment used during the construction phases would generate both steady-state and episodic noise that could be heard both on and off the Project site. Noise levels generated during construction would primarily affect the residential and commercial uses adjacent to the Project site. The U.S. Department of Transportation (USDOT) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and is presented in **Figure 4.7-5, Noise Levels of Typical Construction Equipment**. As shown, noise levels generated by heavy equipment can range from approximately 73 dBA to noise levels in excess of 82 dBA when measured at 100 feet from the noise source.

The majority of construction activities associated with Phase 1 of the proposed Project would occur at approximately 75 feet from the nearest off-site sensitive receptors. Construction activities associated with Phase 2A/2B of the proposed Project would occur approximately 25 feet from the nearest on-site sensitive receptors, the new residents of Phase 1.



Note: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

FIGURE 4.7-5

Estimated noise levels associated with demolition and construction activities generated during each of the Project phases are presented in **Table 4.7-10, Typical Maximum Noise Levels for Construction Phases**. Equipment estimates used for the analysis for demolition, grading, and building construction noise levels are representative of worst-case conditions since they assumed several pieces of equipment operating simultaneously.

**Table 4.7-10**  
**Typical Maximum Noise Levels for Construction Phases**

| Construction Phase    | Approximate Leq dBA without Noise Attenuation |         |          |          |
|-----------------------|---|---------|----------|----------|
|                       | 25 Feet                                       | 50 Feet | 100 Feet | 200 Feet |
| Demolition            | 90  | 84      | 78       | 72       |
| Site Preparation      | 94  | 88      | 82       | 78       |
| Building Construction | 94  | 88      | 82       | 78       |
| Asphalt Paving        | 85  | 79      | 73       | 67       |

*Source: US Department of Transportation, Construction Noise Handbook, Chapter 9.0, August 2006.*

As noted, potential construction-related noise impacts would be deemed a nuisance to surrounding sensitive receptors. However, according to the Burbank2035 General Plan Noise Element and the BMC, construction noise that occurs between the hours of 7:00 AM and 7:00 PM, Monday through Friday and 8:00 AM to 5:00 PM, on Saturday is exempt from applicable noise standards.<sup>6</sup>

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. The City also acknowledges that construction noise could cause a substantial temporary increase in the ambient noise environment at nearby noise-sensitive receptors if construction occurs during the more noise-sensitive hours (i.e., evening, nighttime, early morning), or if construction equipment is not properly equipped with noise control devices.

The proposed Project would implement Best Management Practices (BMPs) to ensure that sound activities are kept to a minimum. Such BMPs may include but are not limited to:

- Ensuring that construction equipment is properly muffled according to industry standards and be in good working condition;
- Utilize new diesel generators and compressors that are listed as “quiet units” by the manufacturer;

<sup>6</sup> City of Burbank, *Burbank2035 General Plan*, Noise Element (July 2012).

- For all noise-generating construction activity on the Project site, additional noise attenuation techniques should be employed to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise-generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors;
- Turn off all idling equipment when not in use for more than 5 minutes;
- Disconnect back-up alarms on vehicles that require them. Use signal persons as required;
- Utilization of temporary noise deflector walls during construction, where feasible;
- Place noise-generating construction equipment and locating construction staging areas away from sensitive uses, where feasible;
- Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses; and
- Coordinate construction activities with nearby sensitive receptors. Provide construction activity schedules and try to minimize noisy activities when construction is taking place to the fullest extent practicable.

In addition to equipment-generated noise associated with construction activities, construction traffic would generate noise along access routes to the Project site. The major pieces of heavy equipment would be moved onto the site only once at the beginning of each construction activity (i.e., demolition, grading, etc.) and would be removed from the site once it is no longer needed.

Daily transportation of construction workers and the hauling of materials both on and off the Project site are expected to result in slight increases in noise levels along roadways, although noise levels from such trips would be less than peak-hour noise levels generated by Project trips during operation of the store; average daily trips associated with construction activities would not result in a doubling of existing trip volumes along roadways.

Given that it takes a doubling of average daily trips on roadways to increase noise by 3 dBA, the noise level increases associated with construction vehicle trips along major arterials in the City would be less than 3 dBA. Impacts would be less than significant.

#### **4.7.7 Cumulative Impacts**

For purposes of this analysis, development of the related projects provided in **Section 3.0, Environmental Setting**, will be considered to contribute to cumulative noise impacts. Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. As a result,

only projects and growth in the general area of the Project site would contribute to cumulative noise impacts.

Cumulative development from related projects would not result in a cumulative impact in terms of a substantial permanent increase in ambient noise levels. A substantial permanent increase is most likely to originate from an increase in noise levels due to roadway traffic. For the purposes of this analysis, an increase of 5 dBA at any roadway location is considered a significant impact, and if the resulting noise level would exceed the land use compatibility criteria, then an increase of 3 dBA is considered significant. In order to determine whether the proposed Project would result in a cumulatively significant impact, the increase between existing conditions and future with Project conditions was determined.

### ***Future (2020) with Phase 1***

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-11, Future (2020) with Phase 1**. The difference in traffic noise between Future (2020) Conditions and Future (2020) with Phase 1 conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-11**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 0.1 dBA along various study intersections. Consequently, noise impacts under the Future (2020) with Phase 1 scenario would be less than significant.

**Table 4.7-11  
Future (2020) with Phase 1**

| Intersection #                   | Roadway Segment             | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|----------------------------------|-----------------------------|---|---------------------|-----------------------|---------------------|
|                                  |                             | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| <b><i>Victory Boulevard</i></b>  |                             |   |                     |                       |                     |
| 1                                | North of Magnolia Boulevard | 66.2  | 66.2                | 0.0                   | No                  |
| <b><i>Magnolia Boulevard</i></b> |                             |   |                     |                       |                     |
| 1                                | West of Victory Boulevard   | 65.8  | 65.8                | 0.0                   | No                  |
| <b><i>Victory Boulevard</i></b>  |                             |   |                     |                       |                     |
| 1                                | South of Magnolia Boulevard | 65.9  | 65.9                | 0.0                   | No                  |
| 4                                | North of Olive Avenue       | 66.3  | 66.3                | 0.0                   | No                  |
| <b><i>Magnolia Boulevard</i></b> |                             |   |                     |                       |                     |
| 1                                | East of Victory Boulevard   | 65.8  | 65.8                | 0.0                   | No                  |

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|----------------------------|------------------------------|---|---------------------|-----------------------|---------------------|
|                            |                              | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| 2                          | West of First Street         | 65.8  | 65.8                | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                     |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.5  | 63.5                | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                     |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.8  | 63.9                | 0.1                   | No                  |
| 3                          | North of Orange Grove Avenue | 63.9  | 63.9                | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                     |                       |                     |
| 2                          | East of First Street         | 64.6  | 64.6                | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                     |                       |                     |
| 3                          | South of Orange Grove        | 63.5  | 63.5                | 0.0                   | No                  |
| 5                          | North of Olive Avenue        | 64.0  | 64.0                | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                     |                       |                     |
| 3                          | East of First Street         | 60.4  | 60.4                | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                     |                       |                     |
| 3                          | West of First Street         | 60.9  | 60.9                | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                     |                       |                     |
| 4                          | South of Olive Avenue        | 65.5  | 65.5                | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                     |                       |                     |
| 4                          | East of Victory Boulevard    | 65.9  | 65.9                | 0.0                   | No                  |
| 5                          | West of First Street         | 65.8  | 65.8                | 0.0                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                     |                       |                     |
| 4                          | West of Victory Boulevard    | 65.5  | 65.5                | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                     |                       |                     |
| 5                          | South of Olive Avenue        | 63.1  | 63.2                | 0.1                   | No                  |
| 8                          | North of Angeleno Avenue     | 62.7  | 62.7                | 0.1                   | No                  |
| <b>Olive Avenue</b>        |                              |   |                     |                       |                     |
| 5                          | East of First Street         | 64.5  | 64.5                | 0.0                   | No                  |
| 6                          | West of Glenoaks Boulevard   | 62.7  | 62.7                | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>  |                              |   |                     |                       |                     |
| 6                          | North of Olive Avenue        | 66.6  | 66.7                | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>  |                              |   |                     |                       |                     |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|---------------------|-----------------------|---------------------|
|                               |                                | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| 6                             | South of Olive Avenue          | 66.5  | 66.5                | 0.0                   | No                  |
| 13                            | North of Verdugo Avenue        | 66.5  | 66.5                | 0.0                   | No                  |
| <b>Olive Avenue</b>           |                                |   |                     |                       |                     |
| 6                             | East of Glenoaks Boulevard     | 61.4  | 61.4                | 0.0                   | No                  |
| <b>Front Street</b>           |                                |   |                     |                       |                     |
| 7                             | North of I-5 Southbound Ramps  | 60.5  | 60.5                | 0.0                   | No                  |
| <b>Front Street</b>           |                                |   |                     |                       |                     |
| 7                             | South of I-5 Southbound Ramps  | 63.9  | 64.0                | 0.1                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                     |                       |                     |
| 7                             | East of Front Street           | 62.3  | 62.4                | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                     |                       |                     |
| 8                             | South of Angeleno Avenue       | 62.0  | 62.1                | 0.1                   | No                  |
| 9                             | North of Tujunga Avenue        | 61.9  | 62.0                | 0.1                   | No                  |
| <b>Angeleno Avenue</b>        |                                |   |                     |                       |                     |
| 8                             | East of First Street           | 59.9  | 60.0                | 0.1                   | No                  |
| <b>Angeleno Avenue</b>        |                                |   |                     |                       |                     |
| 8                             | West of First Street           | 61.0  | 61.1                | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                     |                       |                     |
| 9                             | South of Tujunga Avenue        | 61.6  | 61.7                | 0.1                   | No                  |
| 11                            | North of Verdugo Avenue        | 61.6  | 61.7                | 0.1                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                     |                       |                     |
| 9                             | East of First Street           | 51.2  | 51.2                | 0.0                   | No                  |
| 10                            | West of San Fernando Boulevard | 51.1  | 51.1                | 0.0                   | No                  |
| <b>Tujunga Avenue</b>         |                                |   |                     |                       |                     |
| 9                             | West of First Street           | 49.0  | 49.0                | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                     |                       |                     |
| 10                            | North of Tujunga Avenue        | 59.8  | 59.9                | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                     |                       |                     |
| 10                            | South of Tujunga Avenue        | 60.1  | 60.1                | 0.0                   | No                  |
| 12                            | North of Verdugo Avenue        | 60.1  | 60.2                | 0.1                   | No                  |
| <b>First Street</b>           |                                |   |                     |                       |                     |
| 11                            | South of Verdugo Avenue        | 55.9  | 55.9                | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|---------------------|-----------------------|---------------------|
|                               |                                | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| <b>Verdugo Avenue</b>         |                                |   |                     |                       |                     |
| 11                            | East of First Street           | 63.4  | 63.5                | 0.1                   | No                  |
| 12                            | West of San Fernando Boulevard | 63.0  | 63.1                | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                     |                       |                     |
| 11                            | West of First Street           | 64.4  | 64.4                | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                     |                       |                     |
| 12                            | South of Verdugo Avenue        | 63.3  | 63.3                | 0.0                   | No                  |
| 14                            | North of Providencia Avenue    | 63.7  | 63.7                | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                     |                       |                     |
| 12                            | East of San Fernando Boulevard | 62.8  | 62.8                | 0.0                   | No                  |
| 13                            | West of Glenoaks Boulevard     | 61.2  | 61.3                | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                     |                       |                     |
| 13                            | South of Verdugo Avenue        | 66.5  | 66.5                | 0.0                   | No                  |
| 15                            | North of Providencia Avenue    | 66.6  | 66.6                | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                     |                       |                     |
| 13                            | East of Glenoaks Boulevard     | 59.6  | 59.6                | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                     |                       |                     |
| 14                            | South of Providencia Avenue    | 64.2  | 64.2                | 0.0                   | No                  |
| 20                            | North of Alameda Avenue        | 64.6  | 64.6                | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                     |                       |                     |
| 14                            | East of San Fernando Boulevard | 56.5  | 56.6                | 0.1                   | No                  |
| 15                            | West of Glenoaks Boulevard     | 56.0  | 56.0                | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                     |                       |                     |
| 14                            | West of San Fernando Boulevard | 52.5  | 52.5                | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                     |                       |                     |
| 15                            | South of Providencia Avenue    | 67.3  | 67.3                | 0.0                   | No                  |

| Intersection #              | Roadway Segment              |    |                    | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|-----------------------------|------------------------------|----|--------------------|---|---------------------|-----------------------|---------------------|
|                             |                              |    |                    | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| 21                          | North                        | of | Alameda Avenue     | 67.3  | 67.3                | 0.0                   | No                  |
| <b>Providencia Avenue</b>   |                              |    |                    |   |                     |                       |                     |
| 15                          | East                         | of | Glenoaks Boulevard | 58.1  | 58.1                | 0.0                   | No                  |
| <b>Lake Street</b>          |                              |    |                    |   |                     |                       |                     |
| 16                          | North                        | of | Alameda Avenue     | 60.4  | 60.4                | 0.0                   | No                  |
| <b>Lake Street</b>          |                              |    |                    |   |                     |                       |                     |
| 16                          | South                        | of | Alameda Avenue     | 57.7  | 57.7                | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                              |    |                    |   |                     |                       |                     |
| 16                          | East of Lake Street          |    |                    | 67.1  | 67.1                | 0.0                   | No                  |
| 17                          | West of I-5 Southbound Ramps |    |                    | 66.1  | 66.1                | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                              |    |                    |   |                     |                       |                     |
| 16                          | West of Lake Street          |    |                    | 66.5  | 66.5                | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                              |    |                    |   |                     |                       |                     |
| 17                          | North                        | of | Alameda Avenue     | 59.6  | 59.6                | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                              |    |                    |   |                     |                       |                     |
| 17                          | South                        | of | Alameda Avenue     | 59.3  | 59.3                | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                              |    |                    |   |                     |                       |                     |
| 17                          | East of I-5 Southbound Ramps |    |                    | 66.3  | 66.3                | 0.0                   | No                  |
| 18                          | West of I-5 Northbound Ramps |    |                    | 66.3  | 66.3                | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b> |                              |    |                    |   |                     |                       |                     |
| 18                          | North                        | of | Alameda Avenue     | 62.5  | 62.5                | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b> |                              |    |                    |   |                     |                       |                     |
| 18                          | South                        | of | Alameda Avenue     | 59.2  | 59.2                | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                              |    |                    |   |                     |                       |                     |
| 18                          | East of I-5 Northbound Ramps |    |                    | 67.0  | 67.0                | 0.0                   | No                  |
| 19                          | West of Flower Street        |    |                    | 66.3  | 66.3                | 0.0                   | No                  |
| <b>Flower Street</b>        |                              |    |                    |   |                     |                       |                     |

| Intersection #                | Roadway Segment                |    |                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                     |                       | Significant Impact? |
|-------------------------------|--------------------------------|----|----------------|---|---------------------|-----------------------|---------------------|
|                               |                                |    |                | Future (2020)                                       | Future with Phase 1 | Change due to Project |                     |
| 19                            | North                          | of | Alameda Avenue | 59.3  | 59.3                | 0.0                   | No                  |
| <b>Flower Street</b>          |                                |    |                |   |                     |                       |                     |
| 19                            | South                          | of | Alameda Avenue | 62.0  | 62.0                | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |    |                |   |                     |                       |                     |
| 19                            | East of Flower Street          |    |                | 66.1  | 66.1                | 0.0                   | No                  |
| 20                            | West of San Fernando Boulevard |    |                | 66.0  | 66.0                | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |    |                |   |                     |                       |                     |
| 20                            | South                          | of | Alameda Avenue | 64.3  | 64.4                | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |    |                |   |                     |                       |                     |
| 20                            | East of San Fernando Boulevard |    |                | 64.3  | 64.3                | 0.0                   | No                  |
| 21                            | West of Glenoaks Boulevard     |    |                | 63.9  | 63.9                | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |    |                |   |                     |                       |                     |
| 21                            | South                          | of | Alameda Avenue | 67.1  | 67.1                | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |    |                |   |                     |                       |                     |
| 21                            | East of Glenoaks Boulevard     |    |                | 60.7  | 60.7                | 0.0                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**  
Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

### **Future (2023) with Phases 1 and 2A**

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-12, Future (2023) with Phases 1 and 2A**. The difference in traffic noise between Future (2023) Conditions and Future (2023) with Phases 1 and 2A conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-12**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 2.2 dBA on East Tujunga Avenue, East of South First Street (Intersection 9). Consequently, noise impacts under the Future (2023) with Phases 1 and 2A scenario would be less than significant.

**Table 4.7-12  
Future (2023) with Phases 1 and 2A**

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|----------------------------|------------------------------|---|-----------------------------|-----------------------|---------------------|
|                            |                              | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 1                          | North of Magnolia Boulevard  | 66.2  | 66.2                        | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 1                          | West of Victory Boulevard    | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 1                          | South of Magnolia Boulevard  | 66.0  | 66.0                        | 0.0                   | No                  |
| 4                          | North of Olive Avenue        | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 1                          | East of Victory Boulevard    | 66.0  | 66.0                        | 0.0                   | No                  |
| 2                          | West of First Street         | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.6  | 63.6                        | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.9  | 63.9                        | 0.1                   | No                  |
| 3                          | North of Orange Grove Avenue | 64.0  | 64.0                        | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 2                          | East of First Street         | 64.7  | 64.7                        | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 3                          | South of Orange Grove        | 63.6  | 63.6                        | 0.0                   | No                  |
| 5                          | North of Olive Avenue        | 63.6  | 64.1                        | 0.5                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                             |                       |                     |
| 3                          | East of First Street         | 60.5  | 60.5                        | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                             |                       |                     |
| 3                          | West of First Street         | 61.0  | 61.0                        | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 4                          | South of Olive Avenue        | 65.6  | 65.6                        | 0.0                   | No                  |

| Intersection #              | Roadway Segment               | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-----------------------------|-------------------------------|---|-----------------------------|-----------------------|---------------------|
|                             |                               | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 4                           | East of Victory Boulevard     | 66.0  | 66.0                        | 0.0                   | No                  |
| 5                           | West of First Street          | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 4                           | West of Victory Boulevard     | 65.6  | 65.6                        | 0.0                   | No                  |
| <b>First Street</b>         |                               |   |                             |                       |                     |
| 5                           | South of Olive Avenue         | 63.2  | 63.3                        | 0.1                   | No                  |
| 8                           | North of Angeleno Avenue      | 62.8  | 62.8                        | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 5                           | East of First Street          | 64.3  | 64.6                        | 0.0                   | No                  |
| 6                           | West of Glenoaks Boulevard    | 62.7  | 62.8                        | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                             |                       |                     |
| 6                           | North of Olive Avenue         | 66.7  | 66.7                        | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                             |                       |                     |
| 6                           | South of Olive Avenue         | 66.6  | 66.6                        | 0.0                   | No                  |
| 13                          | North of Verdugo Avenue       | 66.5  | 66.5                        | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 6                           | East of Glenoaks Boulevard    | 61.5  | 61.5                        | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                             |                       |                     |
| 7                           | North of I-5 Southbound Ramps | 60.6  | 60.6                        | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                             |                       |                     |
| 7                           | South of I-5 Southbound Ramps | 64.0  | 64.1                        | 0.1                   | No                  |
| <b>I-5 Southbound Ramps</b> |                               |   |                             |                       |                     |
| 7                           | East of Front Street          | 62.4  | 62.5                        | 0.1                   | No                  |
| <b>First Street</b>         |                               |   |                             |                       |                     |
| 8                           | South of Angeleno Avenue      | 62.1  | 62.3                        | 0.2                   | No                  |
| 9                           | North of Tujunga Avenue       | 62.0  | 62.2                        | 0.2                   | No                  |

| Intersection #                | Roadway Segment                |             | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------|-------------|---|-----------------------------|-----------------------|---------------------|
|                               |                                |             | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| <b>Angelino Avenue</b>        |                                |             |   |                             |                       |                     |
| 8                             | East of First Street           |             | 60.0  | 60.0                        | 0.0                   | No                  |
| <b>Angelino Avenue</b>        |                                |             |   |                             |                       |                     |
| 8                             | West of First Street           |             | 61.1  | 61.2                        | 0.1                   | No                  |
| <b>First Street</b>           |                                |             |   |                             |                       |                     |
| 9                             | South Avenue                   | of Tujunga  | 61.7  | 61.8                        | 0.1                   | No                  |
| 11                            | North Avenue                   | of Verdugo  | 61.7  | 61.8                        | 0.1                   | No                  |
| <b>Tujunga Avenue</b>         |                                |             |   |                             |                       |                     |
| 9                             | East of First Street           |             | 51.3  | 53.0                        | 1.7                   | No                  |
| 10                            | West of San Fernando Boulevard |             | 51.2  | 53.4                        | 2.2                   | No                  |
| <b>Tujunga Avenue</b>         |                                |             |   |                             |                       |                     |
| 9                             | West of First Street           |             | 49.2  | 49.2                        | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |             |   |                             |                       |                     |
| 10                            | North Avenue                   | of Tujunga  | 59.9  | 60.0                        | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |             |   |                             |                       |                     |
| 10                            | South Avenue                   | of Tujunga  | 60.1  | 60.4                        | 0.0                   | No                  |
| 12                            | North Avenue                   | of Verdugo  | 60.2  | 60.5                        | 0.3                   | No                  |
| <b>First Street</b>           |                                |             |   |                             |                       |                     |
| 11                            | South Avenue                   | of Verdugo  | 56.0  | 56.0                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |             |   |                             |                       |                     |
| 11                            | East of First Street           |             | 63.5  | 63.5                        | 0.0                   | No                  |
| 12                            | West of San Fernando Boulevard |             | 63.1  | 63.1                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |             |   |                             |                       |                     |
| 11                            | West of First Street           |             | 64.4  | 64.5                        | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |             |   |                             |                       |                     |
| 12                            | South Avenue                   | of Verdugo  | 63.4  | 63.5                        | 0.1                   | No                  |
| 14                            | North Avenue                   | Providencia | 63.8  | 63.9                        | 0.1                   | No                  |
| <b>Verdugo Avenue</b>         |                                |             |   |                             |                       |                     |
| 12                            | East of San Fernando           |             | 62.9  | 62.9                        | 0.0                   | No                  |

| Intersection #                | Roadway Segment                      |  | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------------|--|---|-----------------------------|-----------------------|---------------------|
|                               |                                      |  | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| 13                            | Boulevard West of Glenoaks Boulevard |  | 61.3  | 61.4                        | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                      |  |   |                             |                       |                     |
| 13                            | South of Verdugo Avenue              |  | 66.6  | 66.6                        | 0.0                   | No                  |
| 15                            | North of Providencia Avenue          |  | 66.7  | 66.7                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                      |  |   |                             |                       |                     |
| 13                            | East of Glenoaks Boulevard           |  | 59.7  | 59.7                        | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                      |  |   |                             |                       |                     |
| 14                            | South of Providencia Avenue          |  | 64.3  | 64.4                        | 0.1                   | No                  |
| 20                            | North of Alameda Avenue              |  | 64.7  | 64.7                        | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                      |  |   |                             |                       |                     |
| 14                            | East of San Fernando Boulevard       |  | 56.6  | 56.7                        | 0.1                   | No                  |
| 15                            | West of Glenoaks Boulevard           |  | 56.1  | 56.2                        | 0.1                   | No                  |
| <b>Providencia Avenue</b>     |                                      |  |   |                             |                       |                     |
| 14                            | West of San Fernando Boulevard       |  | 52.5  | 52.5                        | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                      |  |   |                             |                       |                     |
| 15                            | South of Providencia Avenue          |  | 67.4  | 67.4                        | 0.0                   | No                  |
| 21                            | North of Alameda Avenue              |  | 67.4  | 67.4                        | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                      |  |   |                             |                       |                     |
| 15                            | East of Glenoaks Boulevard           |  | 58.2  | 58.2                        | 0.0                   | No                  |
| <b>Lake Street</b>            |                                      |  |   |                             |                       |                     |
| 16                            | North of Alameda Avenue              |  | 60.4  | 60.4                        | 0.0                   | No                  |
| <b>Lake Street</b>            |                                      |  |   |                             |                       |                     |
| 16                            | South of Alameda Avenue              |  | 57.8  | 57.8                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                      |  |   |                             |                       |                     |
| 16                            | East of Lake Street                  |  | 67.2  | 67.2                        | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------------|-----------------------|---------------------|
|                               |                                | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| 17                            | West of I-5 Southbound Ramps   | 66.2  | 66.2                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 16                            | West of Lake Street            | 66.6  | 66.6                        | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                             |                       |                     |
| 17                            | North of Alameda Avenue        | 59.7  | 59.7                        | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b>   |                                |   |                             |                       |                     |
| 17                            | South of Alameda Avenue        | 59.4  | 59.4                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 17                            | East of I-5 Southbound Ramps   | 66.4  | 66.4                        | 0.0                   | No                  |
| 18                            | West of I-5 Northbound Ramps   | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                             |                       |                     |
| 18                            | North of Alameda Avenue        | 62.6  | 62.6                        | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b>   |                                |   |                             |                       |                     |
| 18                            | South of Alameda Avenue        | 59.2  | 59.3                        | 0.1                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 18                            | East of I-5 Northbound Ramps   | 67.1  | 67.1                        | 0.0                   | No                  |
| 19                            | West of Flower Street          | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>Flower Street</b>          |                                |   |                             |                       |                     |
| 19                            | North of Alameda Avenue        | 59.3  | 59.3                        | 0.0                   | No                  |
| <b>Flower Street</b>          |                                |   |                             |                       |                     |
| 19                            | South of Alameda Avenue        | 62.1  | 62.1                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 19                            | East of Flower Street          | 66.2  | 66.2                        | 0.0                   | No                  |
| 20                            | West of San Fernando Boulevard | 66.1  | 66.1                        | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                             |                       |                     |
| 20                            | South of Alameda Avenue        | 64.4  | 64.5                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |

| Intersection #            | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|---------------------------|--------------------------------|---|-----------------------------|-----------------------|---------------------|
|                           |                                | Future (2023)                                       | Future with Phases 1 and 2A | Change due to Project |                     |
| 20                        | East of San Fernando Boulevard | 64.3  | 64.4                        | 0.1                   | No                  |
| 21                        | West of Glenoaks Boulevard     | 63.9  | 64.0                        | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b> |                                |   |                             |                       |                     |
| 21                        | South of Alameda Avenue        | 67.2  | 67.2                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>     |                                |   |                             |                       |                     |
| 21                        | East of Glenoaks Boulevard     | 60.7  | 60.8                        | 0.1                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

### **Future (2023) with Phases 1 and 2B**

The results of the modeled weekday roadway noise levels are provided below in **Table 4.7-13, Future (2023) with Phases 1 and 2B**. The difference in traffic noise between Future (2023) Conditions and Future (2023) with Phases 1 and 2B conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 4.7-13**, Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. The maximum noise level increase along existing roadways would be 2.2 dBA on East Tujunga Avenue, East of South First Street (Intersection 9). Consequently, noise impacts under the Future (2023) with Phases 1 and 2B scenario would be less than significant.

**Table 4.7-13  
Future (2023) With Phases 1 and 2B**

| Intersection #             | Roadway Segment              | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|----------------------------|------------------------------|---|-----------------------------|-----------------------|---------------------|
|                            |                              | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 1                          | North of Magnolia Boulevard  | 66.2  | 66.2                        | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 1                          | West of Victory Boulevard    | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 1                          | South of Magnolia Boulevard  | 66.0  | 66.0                        | 0.0                   | No                  |
| 4                          | North of Olive Avenue        | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 1                          | East of Victory Boulevard    | 66.0  | 66.1                        | 0.0                   | No                  |
| 2                          | West of First Street         | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 2                          | North of Magnolia Boulevard  | 63.6  | 63.7                        | 0.1                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 2                          | South of Magnolia Boulevard  | 63.9  | 64.1                        | 0.2                   | No                  |
| 3                          | North of Orange Grove Avenue | 64.0  | 64.1                        | 0.1                   | No                  |
| <b>Magnolia Boulevard</b>  |                              |   |                             |                       |                     |
| 2                          | East of First Street         | 64.7  | 64.7                        | 0.0                   | No                  |
| <b>First Street</b>        |                              |   |                             |                       |                     |
| 3                          | South of Orange Grove        | 63.6  | 63.7                        | 0.1                   | No                  |
| 5                          | North of Olive Avenue        | 63.6  | 64.2                        | 0.6                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                             |                       |                     |
| 3                          | East of First Street         | 60.5  | 60.5                        | 0.0                   | No                  |
| <b>Orange Grove Avenue</b> |                              |   |                             |                       |                     |
| 3                          | West of First Street         | 61.0  | 61.0                        | 0.0                   | No                  |
| <b>Victory Boulevard</b>   |                              |   |                             |                       |                     |
| 4                          | South of Olive Avenue        | 65.6  | 65.6                        | 0.0                   | No                  |

| Intersection #              | Roadway Segment               | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-----------------------------|-------------------------------|---|-----------------------------|-----------------------|---------------------|
|                             |                               | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 4                           | East of Victory Boulevard     | 66.0  | 66.1                        | 0.1                   | No                  |
| 5                           | West of First Street          | 65.9  | 65.9                        | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 4                           | West of Victory Boulevard     | 65.6  | 65.6                        | 0.0                   | No                  |
| <b>First Street</b>         |                               |   |                             |                       |                     |
| 5                           | South of Olive Avenue         | 63.2  | 63.5                        | 0.3                   | No                  |
| 8                           | North of Angeleno Avenue      | 62.8  | 63.0                        | 0.2                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 5                           | East of First Street          | 64.3  | 64.6                        | 0.0                   | No                  |
| 6                           | West of Glenoaks Boulevard    | 62.7  | 62.8                        | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                             |                       |                     |
| 6                           | North of Olive Avenue         | 66.7  | 66.8                        | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>   |                               |   |                             |                       |                     |
| 6                           | South of Olive Avenue         | 66.6  | 66.6                        | 0.0                   | No                  |
| 13                          | North of Verdugo Avenue       | 66.5  | 66.5                        | 0.0                   | No                  |
| <b>Olive Avenue</b>         |                               |   |                             |                       |                     |
| 6                           | East of Glenoaks Boulevard    | 61.5  | 61.5                        | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                             |                       |                     |
| 7                           | North of I-5 Southbound Ramps | 60.6  | 60.6                        | 0.0                   | No                  |
| <b>Front Street</b>         |                               |   |                             |                       |                     |
| 7                           | South of I-5 Southbound Ramps | 64.0  | 64.1                        | 0.1                   | No                  |
| <b>I-5 Southbound Ramps</b> |                               |   |                             |                       |                     |
| 7                           | East of Front Street          | 62.4  | 62.5                        | 0.1                   | No                  |
| <b>First Street</b>         |                               |   |                             |                       |                     |
| 8                           | South of Angeleno Avenue      | 62.1  | 62.5                        | 0.4                   | No                  |

| Intersection #                | Roadway Segment                |  | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------|--|---|-----------------------------|-----------------------|---------------------|
|                               |                                |  | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| 9                             | North of Tujunga Avenue        |  | 62.0  | 62.4                        | 0.4                   | No                  |
| <b>Angeleno Avenue</b>        |                                |  |   |                             |                       |                     |
| 8                             | East of First Street           |  | 60.0  | 60.0                        | 0.0                   | No                  |
| <b>Angeleno Avenue</b>        |                                |  |   |                             |                       |                     |
| 8                             | West of First Street           |  | 61.1  | 61.2                        | 0.1                   | No                  |
| <b>First Street</b>           |                                |  |   |                             |                       |                     |
| 9                             | South of Tujunga Avenue        |  | 61.7  | 61.8                        | 0.1                   | No                  |
| 11                            | North of Verdugo Avenue        |  | 61.7  | 61.8                        | 0.1                   | No                  |
| <b>Tujunga Avenue</b>         |                                |  |   |                             |                       |                     |
| 9                             | East of First Street           |  | 51.3  | 54.0                        | 2.7                   | No                  |
| 10                            | West of San Fernando Boulevard |  | 51.2  | 52.9                        | 1.7                   | No                  |
| <b>Tujunga Avenue</b>         |                                |  |   |                             |                       |                     |
| 9                             | West of First Street           |  | 49.2  | 49.2                        | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |  |   |                             |                       |                     |
| 10                            | North of Tujunga Avenue        |  | 59.9  | 60.2                        | 0.3                   | No                  |
| <b>San Fernando Boulevard</b> |                                |  |   |                             |                       |                     |
| 10                            | South of Tujunga Avenue        |  | 60.1  | 60.2                        | 0.1                   | No                  |
| 12                            | North of Verdugo Avenue        |  | 60.2  | 60.6                        | 0.4                   | No                  |
| <b>First Street</b>           |                                |  |   |                             |                       |                     |
| 11                            | South of Verdugo Avenue        |  | 56.0  | 56.0                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |  |   |                             |                       |                     |
| 11                            | East of First Street           |  | 63.5  | 63.5                        | 0.0                   | No                  |
| 12                            | West of San Fernando Boulevard |  | 63.1  | 63.1                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |  |   |                             |                       |                     |
| 11                            | West of First Street           |  | 64.4  | 64.5                        | 0.1                   | No                  |
| <b>San Fernando Boulevard</b> |                                |  |   |                             |                       |                     |
| 12                            | South of Verdugo Avenue        |  | 63.4  | 63.5                        | 0.1                   | No                  |
| 14                            | North of Providencia Avenue    |  | 63.8  | 63.9                        | 0.1                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------------|-----------------------|---------------------|
|                               |                                | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| <b>Verdugo Avenue</b>         |                                |   |                             |                       |                     |
| 12                            | East of San Fernando Boulevard | 62.9  | 63.0                        | 0.1                   | No                  |
| 13                            | West of Glenoaks Boulevard     | 61.3  | 61.4                        | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                             |                       |                     |
| 13                            | South of Verdugo Avenue        | 66.6  | 66.6                        | 0.0                   | No                  |
| 15                            | North of Providencia Avenue    | 66.7  | 66.7                        | 0.0                   | No                  |
| <b>Verdugo Avenue</b>         |                                |   |                             |                       |                     |
| 13                            | East of Glenoaks Boulevard     | 59.7  | 59.7                        | 0.0                   | No                  |
| <b>San Fernando Boulevard</b> |                                |   |                             |                       |                     |
| 14                            | South of Providencia Avenue    | 64.3  | 64.4                        | 0.1                   | No                  |
| 20                            | North of Alameda Avenue        | 64.7  | 64.7                        | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                             |                       |                     |
| 14                            | East of San Fernando Boulevard | 56.6  | 56.7                        | 0.1                   | No                  |
| 15                            | West of Glenoaks Boulevard     | 56.1  | 56.1                        | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                             |                       |                     |
| 14                            | West of San Fernando Boulevard | 52.5  | 52.5                        | 0.0                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                             |                       |                     |
| 15                            | South of Providencia Avenue    | 67.4  | 67.4                        | 0.0                   | No                  |
| 21                            | North of Alameda Avenue        | 67.4  | 67.4                        | 0.0                   | No                  |
| <b>Providencia Avenue</b>     |                                |   |                             |                       |                     |
| 15                            | East of Glenoaks Boulevard     | 58.2  | 58.2                        | 0.0                   | No                  |
| <b>Lake Street</b>            |                                |   |                             |                       |                     |
| 16                            | North of Alameda Avenue        | 60.4  | 60.4                        | 0.0                   | No                  |
| <b>Lake Street</b>            |                                |   |                             |                       |                     |
| 16                            | South of Alameda Avenue        | 57.8  | 57.8                        | 0.0                   | No                  |

| Intersection #              | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-----------------------------|--------------------------------|---|-----------------------------|-----------------------|---------------------|
|                             |                                | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| <b>Alameda Avenue</b>       |                                |   |                             |                       |                     |
| 16                          | East of Lake Street            | 67.2  | 67.2                        | 0.0                   | No                  |
| 17                          | West of I-5 Southbound Ramps   | 66.2  | 66.2                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                             |                       |                     |
| 16                          | West of Lake Street            | 66.6  | 66.6                        | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                                |   |                             |                       |                     |
| 17                          | North of Alameda Avenue        | 59.7  | 59.7                        | 0.0                   | No                  |
| <b>I-5 Southbound Ramps</b> |                                |   |                             |                       |                     |
| 17                          | South of Alameda Avenue        | 59.4  | 59.4                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                             |                       |                     |
| 17                          | East of I-5 Southbound Ramps   | 66.4  | 66.4                        | 0.0                   | No                  |
| 18                          | West of I-5 Northbound Ramps   | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b> |                                |   |                             |                       |                     |
| 18                          | North of Alameda Avenue        | 62.6  | 62.6                        | 0.0                   | No                  |
| <b>I-5 Northbound Ramps</b> |                                |   |                             |                       |                     |
| 18                          | South of Alameda Avenue        | 59.2  | 59.2                        | 0.1                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                             |                       |                     |
| 18                          | East of I-5 Northbound Ramps   | 67.1  | 67.1                        | 0.0                   | No                  |
| 19                          | West of Flower Street          | 66.4  | 66.4                        | 0.0                   | No                  |
| <b>Flower Street</b>        |                                |   |                             |                       |                     |
| 19                          | North of Alameda Avenue        | 59.3  | 59.3                        | 0.0                   | No                  |
| <b>Flower Street</b>        |                                |   |                             |                       |                     |
| 19                          | South of Alameda Avenue        | 62.1  | 62.1                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>       |                                |   |                             |                       |                     |
| 19                          | East of Flower Street          | 66.2  | 66.2                        | 0.0                   | No                  |
| 20                          | West of San Fernando Boulevard | 66.1  | 66.1                        | 0.0                   | No                  |

| Intersection #                | Roadway Segment                | Roadway Noise Level, 75 Feet from Center (dBA CNEL) |                             |                       | Significant Impact? |
|-------------------------------|--------------------------------|---|-----------------------------|-----------------------|---------------------|
|                               |                                | Future (2023)                                       | Future with Phases 1 and 2B | Change due to Project |                     |
| <b>San Fernando Boulevard</b> |                                |   |                             |                       |                     |
| 20                            | South of Alameda Avenue        | 64.4  | 64.5                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 20                            | East of San Fernando Boulevard | 64.3  | 64.4                        | 0.1                   | No                  |
| 21                            | West of Glenoaks Boulevard     | 63.9  | 64.0                        | 0.1                   | No                  |
| <b>Glenoaks Boulevard</b>     |                                |   |                             |                       |                     |
| 21                            | South of Alameda Avenue        | 67.2  | 67.2                        | 0.0                   | No                  |
| <b>Alameda Avenue</b>         |                                |   |                             |                       |                     |
| 21                            | East of Glenoaks Boulevard     | 60.7  | 60.8                        | 0.1                   | No                  |

Source: Roadway noise model results are provided in **Appendix E**

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.

With regard to stationary sources, a cumulatively significant impact could result from cumulative development. The major stationary sources of noise that would be introduced in the area by related projects would include parking structures and sweeper operations. Since these related projects would be required to adhere to City of Burbank noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple related projects would interact to create a significant combined noise impact. Therefore, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur and, therefore, the impact would be less than significant. Consequently, the proposed Project's contribution to cumulative noise impacts is not considered to be cumulatively considerable.

Vibration impacts are localized in nature and decrease with distance. Therefore, in order to achieve a cumulative increase in vibration, more than one source emitting high levels of vibration would need to be in close proximity to the receptor.

The closest related project (see **Table 3.0-1**) is the First Street Village Mixed Use Project, located at 333 N. 1st Street, 0.33 miles (approximately 1,765 feet) to the west from the Project site. This related project is not located close enough to the Project site to result in vibration impacts from concurrent

construction. Therefore, the combined vibration impact of the related projects and the Project's contribution would not be cumulatively considerable.

Noise impacts are localized in nature and decrease with distance. Therefore, in order to achieve a cumulative increase in noise, more than one source emitting high levels of noise would need to be in close proximity to the noise receptor. No related projects are within a close enough proximity to affect receptors near the proposed Project. Additionally, according to the Burbank2035 General Plan Noise Element and the BMC, construction noise that occurs between the hours of 7:00 AM and 7:00 PM, Monday through Friday and 8:00 AM to 5:00 PM on Saturday is exempt from applicable noise standards.<sup>7</sup>

It is expected that, as with the proposed Project, the related projects would implement BMPs, which would minimize any noise-related nuisances during construction.

Impacts would be less than significant.

#### 4.7.8 Other Development Scenarios

As described in **Section 2.0, Project Description**, the Development Agreement between the City and the Applicant would allow for different scenarios in which the residential and commercial components could be built on either side of the Project site and in any order.

The evaluation of the Project's potential noise impacts described in this section is not dependent on the placement of the structures within the site or on the sequence of phases. The types and intensity of uses on the Project site would not change, regardless of the scenario used. The construction activities associated with each of the proposed phases would also not differ, varying only in the order chosen to develop the phases. Additionally, the proximity of the nearest sensitive receptors relative to the proposed construction activities on the Project site would not change from the analysis within this Draft EIR for the likely development concept; thus, the estimated noise and vibration levels, including weekday roadway noise levels, associated with the other development scenarios would be similar. Due to the proximity of sensitive receptors, the potential significant construction vibration impact identified above would occur regardless of the placement or order of the phases.

Given that the operation of each of the proposed phases would remain the same as the development concept analyzed in this Draft EIR, there would be no substantial difference in the projected operational noise levels, including parking structure noise, loading dock noise, and noise from other stationary

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<sup>7</sup> City of Burbank, *Burbank2035 General Plan*, "Noise Element" (July 2013).

sources. In addition to implementing BMPs to further reduce noise impacts, the other development scenarios would also be required to comply with the Burbank2035 General Plan Noise Element and the City's Noise Ordinance, which establish land use compatibility and other noise performance standards within the City. While the other development scenarios would also implement **Mitigation Measure MM NOI-1** to reduce vibration impacts related to demolition and construction equipment, impacts would be significant and unavoidable if the residential component is constructed prior to the hotel or office element because of closeness of those on-site sensitive uses to construction and demolition activities.

Last, the contribution of noise and vibration impacts to cumulative development within the City would be less than significant regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to those described above.

#### 4.7.9 Mitigation Measures

The following mitigation measures are identified to reduce significant vibration impacts from demolition and construction equipment:

- MM NOI-1** During demolition and construction activities, utilize demolition methods to minimize vibration, where feasible:
- Select demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers). Avoid vibratory rollers and packers near sensitive areas.
  - Schedule phase demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately.
  - During demolition and construction activities, where feasible, operate earthmoving equipment on the construction site as far away from sensitive receptors as possible. Develop construction activity schedules to minimize noise and vibration activities adjacent to sensitive receptors to the fullest extent possible.
  - To the degree feasible, avoid activities within 100 feet of the Little Angels School during regular school hours.

#### 4.7.10 Level of Significance after Mitigation

With implementation of **Mitigation Measure MM NOI-1**, short-term vibration impacts during demolition and construction of the proposed Project would be potentially significant and unavoidable.

## 4.8 TRANSPORTATION AND TRAFFIC

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This section of the EIR provides an overview of existing traffic conditions in the Project area, and evaluates the traffic impacts of the proposed Project on the future capacities of selected intersections within the Project study area. The analysis also includes a review of the vehicular, transit, and pedestrian components of the proposed Project's circulation system. This section incorporates information from Burbank2035 and the *Transportation Study for the Premier on First Mixed-Use Project* ("Traffic Study"), dated May 2017, and prepared by Gibson Transportation Consulting, Inc. The Traffic Study is provided in **Appendix F** of this Draft EIR.

### 4.8.1 Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area defined in the Traffic Study. The existing conditions analysis relevant to the Traffic Study includes an assessment of the existing street systems and an analysis of traffic volumes, current operating conditions, and existing public transit service.

#### ***Project Study Area***

The Project site is located along the east side of South First Street between East Tujunga Avenue and East Verdugo Avenue in downtown Burbank. It is located directly east of Interstate 5 (I-5), which runs generally northwest-southeast, and 2 miles north of State Route 134 (SR 134), which runs generally east-west. These freeways provide regional access to the Project site.

The Project Study Area, shown in **Figure 4.8-1, Traffic Study Area and Analyzed Intersections**, encompasses approximately one square mile and is roughly bounded by Magnolia Boulevard on the north, Glenoaks Boulevard on the east, Alameda Avenue on the south, and Victory Boulevard and Lake Street on the west. Primary local access to the Project site is provided by a network of streets including South First Street, South San Fernando Boulevard, East Tujunga Avenue, and East Verdugo Avenue.

#### ***Existing Street System***

The existing street system in the Project Study Area consists of a regional roadway system including freeways, major and secondary arterials, regular and downtown collector streets, and local streets. These transportation facilities provide regional, sub-regional, and local access to the Project site. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the arterials, collectors, and local streets, and between 55 and 65 mph on the freeways.

## Freeway System

Primary regional access to the Project site is provided by I-5, which runs generally northwest–southeast. The Project site is located directly east of the I-5 and 2 miles north of the SR 134, which runs generally east–west.

## Roadway Designations

The *Burbank2035* Mobility Plan designates street classifications for all roadways. Streets are not equal in function or in their service of different travel modes. The following are brief descriptions of the street classifications identified in *Burbank2035*:

**Major Arterials:** Regional transportation corridors that are bounded by commercial and multifamily development. They provide access to all transit modes, with the focus on local and regional transit and regional auto traffic. Pedestrian connections are supported to accommodate adjoining land uses and support transit connections.

**Secondary Arterials:** Streets that serve local cross-town traffic, and may serve regional traffic. They provide access to local transit traffic and more community-oriented land uses. Pedestrian connections are supported to accommodate adjoining land uses.

**Downtown Collector:** Streets in the Downtown and other areas that distribute cars, pedestrian, and bicycles evenly between arterials and Downtown land uses.

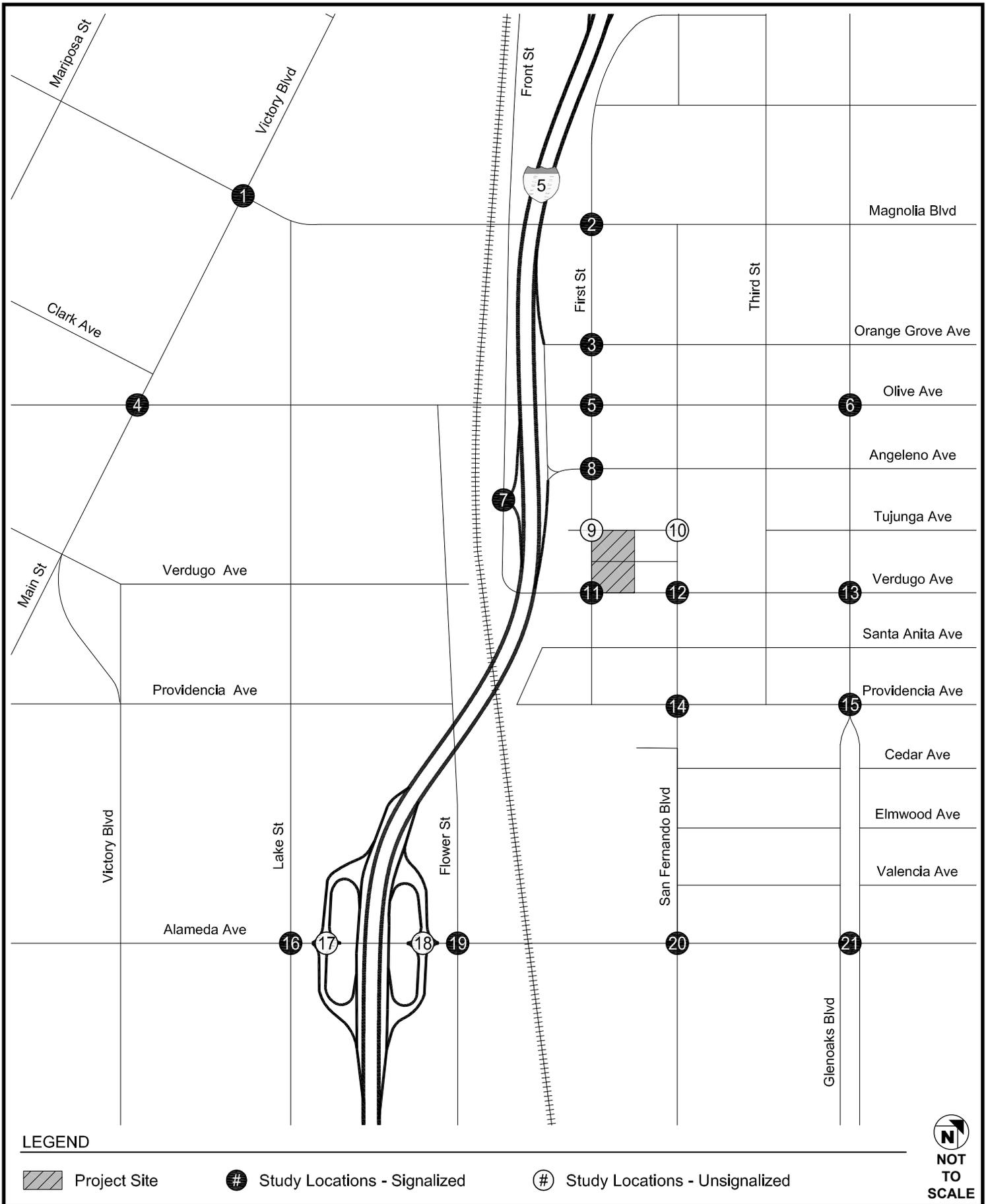
**Neighborhood Collectors:** Streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.

**Local Streets:** Residential or commercial streets that provide direct access to adjacent land uses.

As discussed further below, the roadways located in the Project Study Area include Major and Secondary Arterials, Neighborhood Collector, Downtown Collector Streets, and Local Streets.

## Local Roadways

The Project site is located within a network of regional transportation facilities providing connectivity to the larger region. As previously noted, the I-5 is an interstate freeway that is oriented in a northwest–southeast direction approximately 0.7 miles west of the Project site. The Project site is located along the east side of South First Street between East Tujunga Avenue and East Verdugo Avenue in downtown Burbank. Brief descriptions of these and other roadway facilities serving the Project Study Area including number of lanes, speed limits, parking availability, and functional classes per the *Burbank2035* Mobility Plan are presented below:



SOURCE: Gibson Transportation Consulting, Inc. - November 2016

FIGURE 4.8-1



# Traffic Study Area and Analyzed Intersections

- **Magnolia Boulevard** is a Secondary Arterial that is oriented in the east–west direction. It is located north of the Project site and provides four travel lanes, two lanes in each direction. On-street parking (both unlimited and 90-minute) is generally available along both sides of the street within the Study Area.
- **Orange Grove Avenue** is a downtown Collector Street that is oriented in the east–west direction. It is located north of the Project site and provides two travel lanes, one lane in each direction. 90-minute unmetered parking is generally available along both sides of the street within the Study Area.
- **Olive Avenue** is a Major Arterial that is oriented in the east–west direction. It is located north of the Project site, and provides four travel lanes, two lanes in each direction. On-street parking (unlimited, one-hour and two-hour time limit) is generally available along both sides of the street within the Study Area.
- **Angeleno Avenue** is a downtown Collector Street that is oriented in the east–west direction. It is located north of the Project site and provides four travel lanes, two lanes in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Tujunga Avenue** is a Local Street that is oriented in the east–west direction. It is located along the northern boundary of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Verdugo Avenue** is a downtown Collector Street east of Front Street and a Collector Street west of Front Street that is oriented in the east–west direction. It is located along the southern boundary of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Providencia Avenue** is a Collector Street east of San Fernando Boulevard and a Local Street west of San Fernando Boulevard that is oriented in the east–west direction. It is located south of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Alameda Avenue** is a Major Arterial that is oriented in the east–west direction. It is located south of the Project site and provides four travel lanes, two lanes in each direction. On-street parking (unlimited and two-hour time limit) is generally available along both sides of the street within the Study Area.
- **Victory Boulevard** is a Major Arterial that is oriented in the north–south direction. It is located west of the Project site and provides four travel lanes, two lanes in each direction. On-street parking

(unlimited, one-hour and two-hour time limit) is generally available along both sides of the street within the Study Area.

- **Lake Street** is a Collector Street that is oriented in the north–south direction. It is located west of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Flower Street** is a downtown Collector Street that is oriented in the north–south direction. It is located west of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally available along both sides of the street within the Study Area.
- **Front Street** is a downtown Collector Street that is oriented in the north–south direction. It is located west of the Project site and provides two travel lanes, one lane in each direction. On-street parking is generally not available along the street within the Study Area.
- **First Street** is a Secondary Arterial that is oriented in the north–south direction. It is located along the western boundary of the Project site and provides four travel lanes, two lanes in each direction. On-street parking is generally available along both sides of the street south of Verdugo Avenue within the Study Area.
- **San Fernando Boulevard** is a downtown Collector Street north of Verdugo Avenue and a Secondary Arterial south of Verdugo Avenue that is oriented in the north–south direction. It is located east of the Project site and provides two to four travel lanes, one to two lanes in each direction. 90-minute and 2-hour unmetered parking is generally available along both sides of the street within the Study Area.
- **Glenoaks Boulevard** is a Major Arterial that is oriented in a north–south direction. It is located east of the Project site, and provides four to six travel lanes, two to three lanes in each direction. On-street parking (unlimited and 2-hour time limit) is generally available along both sides of the street within the Study Area.

## Study Intersections

The Project Study Area intersections were selected based on the proposed Project's traffic patterns and in consultation with the City. As presented in **Table 4.8-1, Study Intersections**, a total of 21 intersections within the jurisdiction of the City, including 17 signalized intersections and four unsignalized intersections, were selected for detailed analysis. These correspond to the study intersections shown in **Figure 4.8-1**. Three of these intersections share jurisdiction with the California Department of Transportation (Caltrans). In responding to the NOP, Caltrans recommended the I-5 ramps at Burbank Boulevard and at Western Avenue be analyzed. However, the traffic distribution model indicated that Project-related traffic would not utilize these ramp locations. Therefore, ramp locations were not added to the analysis.

## Existing Traffic Conditions

### Existing Traffic Volumes

Intersection turning movement counts for the typical weekday morning peak period (7:00 AM to 10:00 AM) and weekday afternoon peak period (4:30 PM to 7:30 PM) were collected at the analyzed intersections in February, March, and April 2016.

These existing traffic volumes represent the existing conditions for the purposes of this analysis. Intersection fieldwork (signal phasing and lane configurations) was collected at all of the analyzed intersections in February and March 2016. Please refer to **Appendix F** for detailed worksheets illustrating the existing (2016) traffic turning movement counts.

### Existing Intersection Operations

A traffic flow analysis was conducted to determine the operating conditions of critical intersections during peak travel periods within the Project Study Area. Intersection operations are rated using Levels of Service (LOS) A through F, with LOS A indicating free flow operations and LOS F indicating congested operations.

**Table 4.8-2, 2016 Existing Intersection Peak-Hour Levels of Service** shows the existing intersection operations (2016) during the weekday morning and afternoon peak periods and summarizes the volume-to-capacity (V/C) ratios and seconds of delay with the corresponding LOS at each of the analyzed locations. Detailed LOS worksheets are provided in **Appendix F**. As shown above in Table 4.8-2, 18 of the 21 study intersections currently operate at LOS D or better during both the weekday morning and afternoon peak periods. The remaining three intersections operate at LOS E or F during at least one of the analyzed peak periods.

**Table 4.8-1**  
**Study Intersections**

| No. | Intersection   | Jurisdiction       |
|-----|--|--------------------|
| 1   | Victory Boulevard & Magnolia Boulevard               | Burbank            |
| 2   | First Street & Magnolia Boulevard                    | Burbank            |
| 3   | First Street & Orange Grove Avenue                   | Burbank            |
| 4   | Victory Boulevard & Olive Avenue                     | Burbank            |
| 5   | First Street & Olive Avenue                          | Burbank            |
| 6   | Glenoaks Boulevard & Olive Avenue                    | Burbank            |
| 7   | Front Street & I-5 Southbound Ramps                  | Burbank / Caltrans |
| 8   | First Street & Angeleno Avenue                       | Burbank            |
| 9   | First Street & Tujunga Avenue <sup>a</sup>           | Burbank            |
| 10  | San Fernando Boulevard & Tujunga Avenue <sup>a</sup> | Burbank            |
| 11  | First Street & Verdugo Avenue                        | Burbank            |
| 12  | San Fernando Boulevard & Verdugo Avenue              | Burbank            |
| 13  | Glenoaks Boulevard & Verdugo Avenue                  | Burbank            |
| 14  | San Fernando Boulevard & Providencia Avenue          | Burbank            |
| 15  | Glenoaks Boulevard & Providencia Avenue              | Burbank            |
| 16  | Lake Street & Alameda Avenue                         | Burbank            |
| 17  | I-5 Southbound Ramps & Alameda Avenue <sup>a</sup>   | Burbank / Caltrans |
| 18  | I-5 Northbound Ramps & Alameda Avenue <sup>a</sup>   | Burbank / Caltrans |
| 19  | Flower Street & Alameda Avenue                       | Burbank            |
| 20  | San Fernando Boulevard & Alameda Avenue              | Burbank            |
| 21  | Glenoaks Boulevard & Alameda Avenue                  | Burbank            |

Source: Gibson Transportation Consulting, Inc., May 2017, included in **Appendix F**.

Notes:

[a] – Unsignalized Intersection. Analysis based on Highway Capacity Manual methodology.

**Table 4.8-2**  
**2016 Existing Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Existing |     |
|-----|---|-----------|----------|-----|
|     |   |           | V/C      | LOS |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.902    | E   |
|     |   | PM        | 1.010    | F   |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.474    | A   |
|     |   | PM        | 0.707    | C   |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.287    | A   |
|     |   | PM        | 0.475    | A   |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.795    | C   |
|     |   | PM        | 0.831    | D   |
| 5   | First Street & Olive Avenue                 | AM        | 0.522    | A   |
|     |   | PM        | 0.656    | B   |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.767    | C   |
|     |   | PM        | 0.742    | C   |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.544    | A   |
|     |   | PM        | 0.580    | A   |
| 8   | First Street & Angeleno Avenue              | AM        | 0.343    | A   |
|     |   | PM        | 0.416    | A   |
| 9   | First Street & Tujunga Avenue               | AM        | 12.0     | B   |
|     |   | PM        | 16.3     | C   |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.0     | A   |
|     |   | PM        | 10.6     | B   |
| 11  | First Street & Verdugo Avenue               | AM        | 0.494    | A   |
|     |   | PM        | 0.572    | A   |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.568    | A   |
|     |   | PM        | 0.572    | A   |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.772    | C   |
|     |   | PM        | 0.663    | B   |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.325    | A   |
|     |   | PM        | 0.404    | A   |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.650    | B   |
|     |   | PM        | 0.608    | B   |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.695    | B   |
|     |   | PM        | 0.786    | C   |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 20.4     | C   |
|     |   | PM        | 17.9     | C   |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 35.9     | E   |
|     |   | PM        | 28.0     | D   |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.683    | B   |
|     |   | PM        | 0.772    | C   |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.739    | C   |
|     |   | PM        | 0.764    | C   |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.918    | E   |
|     |   | PM        | 0.852    | D   |

Source: Gibson Transportation Consulting Inc., May 2017, included in **Appendix F**.  
LOS = level of service; V/C = volume-to-capacity ratio.

### ***Existing Parking***

Approximately two surface parking lots currently occupy most of the Project site, providing 136 parking spaces on the eastern half and 28 parking spaces on the western half. These parking lots serve the existing uses within the Project site. In addition, there is curbside parallel parking providing along East Tujunga Avenue and East Verdugo Avenue. Parking is not provided on the alleyway that bisects the Project site from South First Street to South San Fernando Boulevard.

### ***Existing Pedestrian and Bicycle Infrastructure***

As identified in Burbank2035, bicycle facilities consist of four types: bicycle boulevards, bicycle paths (Class I), bicycle lanes (Class II) and bicycle routes (Class III). Bicycle boulevards are low-traffic neighborhood streets and provide direct, attractive routes for cyclists. Bicycle paths are bikeways that provide a separate, paved right-of-way for bicycle travel. Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. Bicycle routes are identified as streets where motorists and cyclists share the roadway and are identified only by signage.

Existing dedicated bicycle lanes within the Project vicinity are provided on East Angeleno Avenue between South First Street and South Glenoaks Boulevard; East Verdugo Avenue; South Front Street between Metrolink Station and Burbank Boulevard; and South Third Street. Bicycle routes are provided on East Providencia Avenue.

The Project vicinity is served by a mature network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features. Sidewalks and parkways are particularly pedestrian friendly. Most streets within the Project Study Area provide pedestrian sidewalks on both sides of the street and pedestrian crosswalks at controlled intersections.

### ***Existing Transit System***

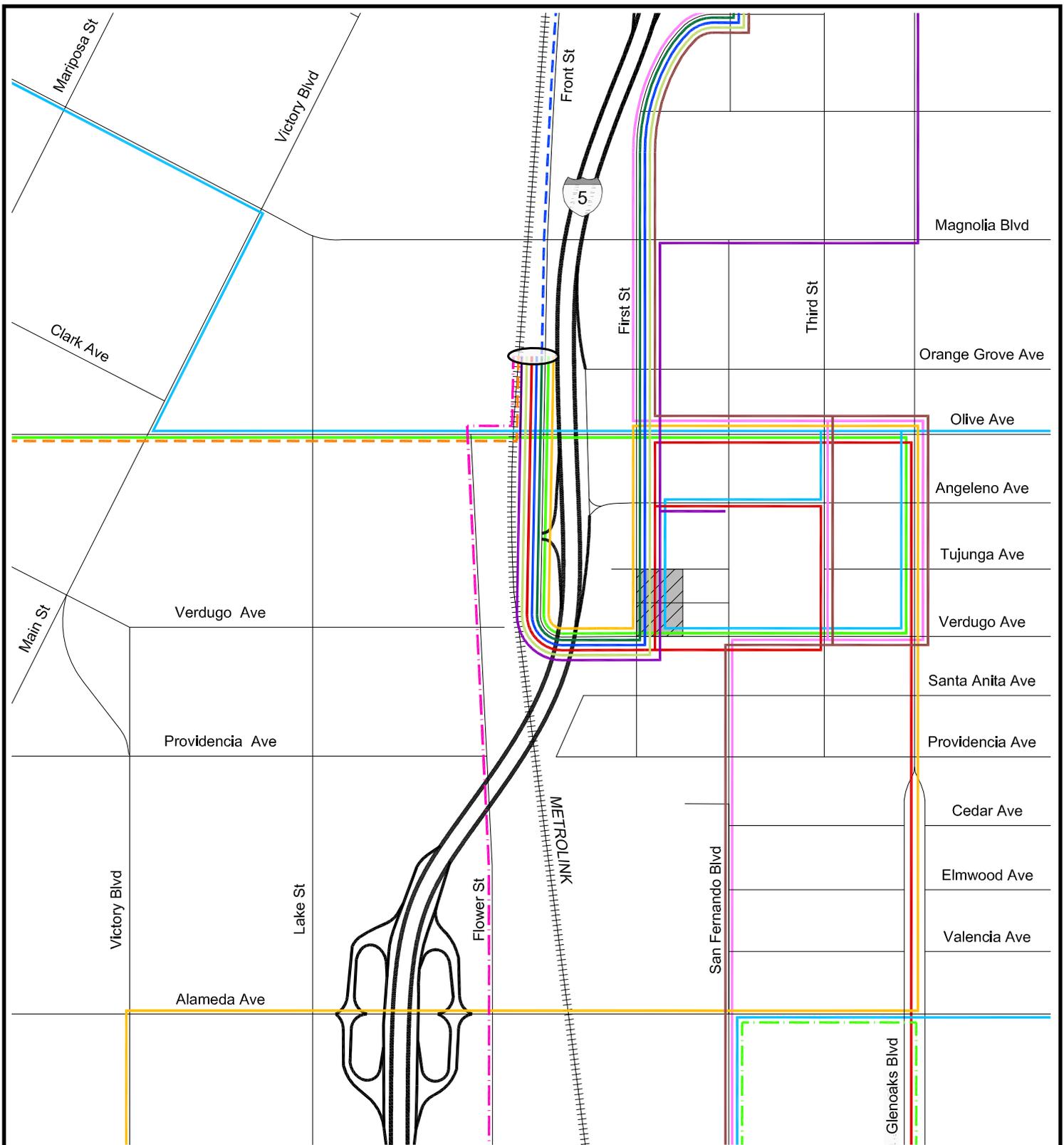
The Project Study Area is served by various bus lines operated by the Metropolitan Transportation Authority of Los Angeles County (Metro), Burbank Bus, and Glendale Beeline. Within walking distance of the Project site (defined as within approximately 0.25 miles), there are 10 Metro bus routes, 2 Burbank Bus routes, and 2 Glendale Beeline routes.

The Project site is also located approximately one third-mile south of the Downtown Burbank Metrolink Station at the intersection of South First Street & East Tujunga Avenue. Several bus routes including those operated by Metro, Burbank Bus and Glendale Beeline, as well as the Antelope Valley and Ventura County Metrolink trains, stop at the Downtown Burbank Metrolink Station.

**Figure 4.8-2, Existing Transit within Project Study Area**, shows a map of the existing transit service within the Project vicinity. Existing transit ridership data obtained from Metro, Burbank Bus, and Glendale Beeline indicates that the following routes provide direct service to the Project site:

- **Metro Local 92** is a local line that travels from downtown Los Angeles to Burbank via Glendale Boulevard, Brand Boulevard, and Glenoaks Boulevard, with average headways of 25 minutes during the weekday morning and afternoon peak hours. This line provides service to Echo Park, Silver Lake and Glendale and travels along Olive Avenue and Glenoaks Boulevard in the vicinity of the Project site.
- **Metro Local 94** is a local line that travels from downtown Los Angeles to the Sylmar Station via San Fernando Road, with average headways of 20 minutes during the weekday morning peak hours and 25 minutes during the weekday afternoon peak hours. This line provides service to Sun Valley, Burbank, and Glendale and travels along First Street, Third Street, and Glenoaks Boulevard in the vicinity of the Project site.
- **Metro Local 96** is a local line that travels from downtown Los Angeles to the Burbank Station via Riverside Drive, with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Silver Lake, Griffith Park and Glendale and travels along Olive Avenue, Alameda Avenue, Front Street, and First Street in the vicinity of the Project site.
- **Metro Local 154** is a local line that travels from Tarzana to the Burbank Station via Burbank Boulevard and Oxnard Street, with average headways of 60 minutes during the weekday morning and afternoon peak hours. This line provides service to Encino, Van Nuys, and North Hollywood and travels along Front Street and First Street in the vicinity of the Project site.
- **Metro Local 155** is a local line that travels from Sherman Oaks to Burbank via Riverside Drive and Olive Avenue, with average headways of 30 to 35 minutes during the weekday morning and afternoon peak hours. This line provides service to Studio City and travels along Olive Avenue and Verdugo Avenue in the vicinity of the Project site.
- **Metro Local 164** is a local line that travels from West Hills to Burbank via Victory Boulevard, with average headways of 20 to 25 minutes during the weekday morning and afternoon peak hours. This line provides service to Canoga Park, Van Nuys and North Hollywood and travels along Front Street and First Street in the vicinity of the Project site.
- **Metro Local 165** is a local line that travels from West Hills to Burbank via Vanowen Street, with average headways of 15 to 20 minutes during the weekday morning and afternoon peak hours. This line provides service to Canoga Park, Van Nuys and North Hollywood and travels along Front Street and First Street in the vicinity of the Project site.

- **Metro Local 183** is a local line that travels from Sherman Oaks to Glendale Station via Magnolia Boulevard, with average headways of 40 minutes during the weekday morning and afternoon peak hours. This line provides service to Burbank and Universal City and travels along Olive Avenue in the vicinity of the Project site.
- **Metro Local 292** is a local line that travels from Sylmar to Burbank via Glenoaks Boulevard, with average headways of 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Sun Valley and Pacoima and travels along Front Street, First Street, and Magnolia Boulevard in the vicinity of the Project site.
- **Metro Local 794** is an express line that travels from downtown Los Angeles to the Sylmar Station via San Fernando Road, with average headways of 20 minutes during the weekday morning peak hours and 25 minutes during the weekday afternoon peak hours. This line provides service to Burbank and Sun Valley and travels along First Street, Third Street, Glenoaks Boulevard, and Olive Avenue in the vicinity of the Project site.
- **Burbank Bus Metrolink to Media District** is a local line that travels from downtown Burbank Metrolink Station to Media District via Olive Avenue, with average headways of 12 minutes during the weekday morning and afternoon peak hours. This line provides service within Burbank and travels along Olive Avenue in the vicinity of the Project site.
- **Burbank Bus Empire to Downtown** is a local line that travels from Empire Center to Downtown Burbank Metrolink Station via Front Street, with average headways of 18 minutes during the weekday morning and afternoon peak hours. This line provides service within Burbank and travels along Front Street in the vicinity of the Project site.
- **Glendale Beeline 7** is a local line that travels from Riverside Rancho to Glendale Community College via Western Avenue, Glenoaks Boulevard, Stocker Street, and Glendale Avenue, with average headways of 25 to 30 minutes during the weekday morning and afternoon peak hours. This line provides service to Burbank and travels along Alameda Avenue in the vicinity of the Project site.
- **Glendale Beeline 12** is an express line that travels from Glendale Transportation Center to Burbank Regional Intermodal Transportation Center via San Fernando Road, with average headways of 25 minutes during the weekday morning and afternoon peak hours. This line provides service to Burbank and travels along Flower Street in the vicinity of the Project site.



**LEGEND**

- |   |   |   |  |  |  |
|---|---|---|--|--|--|
|  Project Site                        |  92  |  155 |  292 |  MM |  7  |
|  Metrolink Station                   |  94  |  164 |  794 |  ED |  12 |
|  Antelope Valley & Ventura Metrolink |  96  |  165 |  |  |  |
|   |  154 |  183 |  |  |  |



SOURCE: Gibson Transportation Consulting, Inc. - November 2016

FIGURE 4.8-2



## Existing Transit within Project Study Area

## 4.8.2 Regulatory Framework

Key State, regional, and local laws, regulations, and policies pertaining to traffic and transportation in the Project area are summarized here. These provide the regulatory framework for addressing all aspects of transportation, planning, and infrastructure that would be affected by implementation of the proposed Project.

### **State**

#### **State Transportation Improvement Program (STIP)**

The California Department of Transportation (Caltrans) provides for the mobility of people, goods, services, and information. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission and Caltrans. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans. STIP programming generally occurs every two years. The STIP is a resource management document to assist state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner. The STIP lists all capital improvement projects that are expected to receive an allocation of state transportation funds from the California Transportation Commission (CTC) during the following five years.

#### **Congestion Management Program**

The Congestion Management Program (CMP) is a state-mandated program enacted by the State legislature to address the increasing concern that urban congestion is affecting the economic vitality of the state and diminishing the quality of life in some communities. The 2010 CMP is the eighth CMP adopted for Los Angeles County since the requirement became effective with the passage of Proposition 111 in 1990. The hallmark of the CMP program is that it is intended to address the impact of local growth on the regional transportation system. Statutory requirements of the CMP include monitoring LOS on the CMP Highway and Roadway network, measuring frequency and routing of public transit, implementing the Transportation Demand Management and Land Use Analysis Program and helping local jurisdictions meet their responsibilities under the CMP.

Metro, the local CMP agency, has established a countywide approach to implement the statutory requirements of the CMP in their governing 2010 CMP for Los Angeles County. The countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring traffic conditions on the designated transportation network; performance measures to evaluate current and future system performance; promotion of alternative transportation methods; analysis of the impact of land use decisions on the transportation network; and mitigation to

reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The CMP guidelines state that areas selected for analysis should be those that include the following locations:

- All CMP arterial monitoring intersections, including monitored on- or off-ramp intersections, where the proposed project would add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic; and
- Mainline freeway monitoring locations where the project would add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

### **Senate Bill No. 375**

Passed in 2008 by the California State legislature, Senate Bill (SB) 375 requires the SCAG to develop a Sustainable Communities Strategy (SCS) to reduce GHG emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning.

### **Senate Bill No. 743**

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas. The bill adds to the CEQA Statute, Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, and in particular Section 21099. Pursuant to Section 21099(d)(1) “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”

## ***Regional and Local***

### **Southern California Association of Government 2016 Regional Transportation Plan**

In April 2016, the Southern California Association of Governments (SCAG) adopted its most recent Regional Transportation Plan /Sustainable Communities Strategy (RTP/SCS). The 2016-2040 RTP/SCS represents SCAG’s long-term commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the federal Clean Air Act. The plan focuses on the interconnected components of economic, social, and transportation investments required to achieve a sustainable regional multimodal transportation system. The goals and policies of the RTP/SCS require the participation of individual

municipalities and multi-level investment of stakeholders throughout the region for the region's transportation system.

### **Los Angeles County Congestion Management Program**

The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes.

As required by Section 65089 of the California Government Code, Metro has adopted a CMP for the near- and long-term development of regional transportation facilities throughout Los Angeles County. The 2010 Congestion Management Program for Los Angeles County provides a mechanism for coordinating land use and development decisions throughout the county. Metro, the local CMP agency, has designated a highway network that includes all State highways and principal arterials within the County, along with traffic monitoring locations. Local jurisdictions are required to monitor the LOS standards at the designated locations within this network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

### **Los Angeles County Long Range Transportation Plan**

Metro, the State-designated transportation planning and programming agency for Los Angeles County, developed the 2009 Los Angeles County Long Range Transportation Plan (LRTP) as a long range vision for the transportation system that reflects both regional needs and local concerns. The 2009 LRTP provides a 30-year vision for addressing growth and traffic and serves as the guiding policy behind funding decisions on subsequent transportation projects and programs in Los Angeles County. The plan reflects Metro's mobility priorities to regional, state, and federal governments to qualify for transportation funds. Metro's long-range priorities coincide with the SCAG RTP/SCS. Consistency between these planning efforts ensures that transportation priorities are eligible for federal funding.

### **2014 Short Range Transportation Plan**

Metro's 2014 Short Range Transportation Plan (SRTP) is a 10-year action plan that guides programs and projects through 2024. It advances Metro towards the long-term goals identified in the 2009 LRTP. The 2009 LRTP identifies the short-term challenges, provides an analysis of Metro's financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. Additionally, the 2009 LRTP addresses sustainability, future funding strategies, and measures of the Plan's performance.

### **Burbank2035 Mobility Element**

As part of the *Burbank2035*, the City adopted a revised Mobility Element in February 2013. The Mobility Element addresses coordination efforts among the local, regional, and state transportation plans to better resolve circulation issues. Because many transportation concerns are regional, addressing them requires intergovernmental and regional transportation management plans and policies. These partnerships ensure the most efficient use of funding, infrastructure, and other resources. The state also recommends the “preservation of transportation corridors for future system improvements.”

In addition to the *Burbank2035* guidelines, Assembly Bill (AB) 1358, and the Complete Streets Act of 2008 require that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets is one way that cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

The Mobility Element is most closely related to the Land Use, Air Quality and Climate Change, and Noise Elements. Section 65300.5 of the California Government Code requires the Mobility Element to be consistent with the Land Use Element. The nature, routing, and design of circulation facilities are among the major determinants of urban form and land use. Conversely, planned densities and intensities create demand for transportation facilities. The Land Use Element and Mobility Element were developed concurrently, recognizing the close relationship between land use and transportation policy.

### **Burbank Municipal Code**

The City of Burbank Municipal Code (BMC) (Title 6 Chapter 1) includes provisions for traffic control devices, restrictions, and allowances for turning movements, pedestrian crosswalks, parking restrictions, truck routes for commercial vehicles with three or more axles, public transit zones, speed limits, curb markings, bicycle parking, and many other regulations for design and traffic control features.

The BMC (Section 10-1-1402 of Chapter 1) requires 3.3 parking spaces per 1,000 sq. ft. of gross floor area for commercial projects. The BMC (Section 10-1-628 of Chapter 1) requires 1.75 parking spaces per 1-bedroom unit and 2.0 parking spaces per 2-bedroom unit.

Road improvement plans for projects are reviewed by the City’s Traffic Division for compliance with the City’s Codes for street, driveway, and parking designs, and traffic control measures such as signage and signals. Traffic enforcement as required by the BMC is regulated by the City’s Police Department.

## Transportation Demand Management Goals

The Transportation Demand Management (TDM) program for the Project site and targeted physical improvements have been designed to reduce congestion and improve peak period operating conditions. It is a comprehensive program of design features, transportation services, education programs and incentive programs intended to reduce the impact of traffic from residents, employees and visitors to the Project site during the most congested time periods of the day.

## Bicycle Master Plan

To promote bicycle travel, the City of Burbank adopted a Bicycle Master Plan in 2009 to encourage bicycling and ensure that adequate facilities are maintained within the City to serve bicycle riders of all ages and skill sets. The City recognizes that a safe and effective bikeway network enhances the quality of life for residents and visitors to the city. The Bicycle Master Plan incorporates the planning of routes and facilities into the circulation network, promotes bicycling as a primary form of travel to reduce traffic, and prioritizes investments in bicycle infrastructure.

### 4.8.3 Methodology

#### *Intersection Analysis*

The analysis of all intersections found within the Traffic Study was prepared in accordance with the methodology and criteria prescribed in the City's Traffic Study Guidelines.<sup>1</sup> Trip generation estimates were developed for traffic volumes on a daily basis for AM and PM peak hours. The most recent trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) were used to develop the Project trip generation estimates. Signalized intersections were analyzed using the Critical Movement Analysis (CMA) methodology, and unsignalized intersections were analyzed using the *2010 Highway Capacity Manual* (HCM) methodology. The CMA methodology determines the V/C ratio on a critical movement basis. The HCM methodology determines the average or worst-case delay (seconds/vehicle) for all-way and two-way stop controlled intersections. The Traffic Study also addresses the operation of intersections in the Project Study Area, including proposed Project driveway intersections, internal circulation and safety, construction traffic, transit system impacts, freeway mainline and interchange, and cumulative traffic impacts.

The operational impacts of the proposed Project were evaluated in related to the 3 phases of construction (Phase 1, Phase 2A, and Phase 2B) and the traffic scenarios for each. Each of the phases was analyzed by conducting a study of the Trip Generation, Existing Conditions (2016), Existing Conditions with Project

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<sup>1</sup> City of Burbank, *Traffic Study Guidelines*, updated June 2014.

(2016), and Future Conditions with Project (2020 and 2023). These traffic condition scenarios are as follows:

- **Existing Conditions (2016):** The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. Intersection turning movement counts during the typical weekday morning (7:00 AM to 10:00 AM) and typical weekday afternoon (4:30 PM to 7:30 PM) were collected in the year 2016. Fieldwork (lane configurations and signal phasing) for the study intersections was collected in February 2016.
- **Existing with Project Phase 1 Conditions (2016):** This scenario projects the potential intersection operating conditions that could be expected if Phase 1 were built under existing conditions, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Existing Conditions (2016).
- **Existing with Project Phase 1 and Phase 2A Conditions (2016):** This scenario projects the potential intersection operating conditions that could be expected if Phase 1 and Phase 2A were built under existing conditions, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Existing Conditions (2016).
- **Existing with Project Phase 1 and Phase 2B Conditions (2016):** This scenario projects the potential intersection operating conditions that could be expected if Phase 1 and Phase 2B were built under existing conditions, prior to any mitigation. In this scenario, the Project-generated traffic is added to the Existing Conditions (2016).
- **Future without Project Phase 1 Conditions (2020):** This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by 2020. This analysis provides the baseline conditions by which Project impacts are evaluated in the future at completion of Phase 1.
- **Future with Project Phase 1 Conditions (2020) –** This scenario projects the potential intersection operating conditions that could be expected if Phase 1 were built in the projected buildout year (2020), prior to any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (2020).
- **Future without Project Conditions (2023) –** This scenario projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by 2023. This analysis provides the baseline conditions by which Project impacts are evaluated in the future at Full Buildout.
- **Future with Project Phase 1 and Phase 2A Conditions (2023) –** This scenario projects the potential intersection operating conditions that could be expected if Phase 1 and Phase 2A were built in the

projected buildout year (2023), prior to any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (2023).

- **Future with Project Phase 1 and Phase 2B Conditions (2023)** – This scenario projects the potential intersection operating conditions that could be expected if Phase 1 and Phase 2B were built in the projected buildout year (2023), prior to any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (2023).
- **Future with Project Phase 1 and Phase 2B with Mitigation Conditions (2023)** – This scenario projects the potential intersection operating conditions that could be expected if Phase 1 and Phase 2B were built in the projected buildout year (2023), including the effect of any mitigation. In this scenario, the Project-generated traffic is added to the Future without Project Conditions (2023) with specific intersection improvement measures. **Appendix F** provides conceptual drawings of the potential mitigation measures.

### Project Trip Distribution

The general distribution pattern was based upon the City’s residential and office/commercial trip distribution data within downtown Burbank. The *Burbank2035* model was run to identify the trip distribution patterns of downtown residential, office, and hotel land uses and these patterns were used as the basis for the development of regional trip distribution patterns for the proposed Project. Street-level trip distribution patterns were developed by reviewing local street capacities, traffic levels, and accessibility. The trip distribution patterns are conservative in that nearly all Project traffic is assumed to arrive from and return to destinations outside the Project Study Area, resulting in the analysis of higher levels of Project traffic at the analyzed intersections further from the Project site than is actually expected with Project completion. Given the various mix in land uses included in the proposed Project, distinct distribution patterns were developed for each land use (e.g., hotel, residential, commercial). Trip distribution is summarized in **Table 4.8-3, Directional Trip Distribution—Phase 1**. Please refer to **Appendix F** for detailed regional and land use trip distribution patterns for the proposed Project.

**Table 4.8-3**  
**Directional Trip Distribution—Phase 1**

| Direction    | Phase 1     |
|--------------|-------------|
| North        | 41%         |
| South        | 35%         |
| East         | 5%          |
| West         | 19%         |
| <b>Total</b> | <b>100%</b> |

### ***Street Segment Analysis***

Five residential roadway segments proximate to the Project were identified for analysis. Counts were conducted on those segments during March 2016. Future traffic volumes with and without the proposed Project were calculated for these segments in a manner similar to that used for intersections.

### ***Transit Analysis***

Local fixed route services within a one-quarter-mile radius of the Project and express routes and rail service within a 2-miles radius of the Project site were identified. Estimated Project transit use was calculated according to the guidelines in the 2010 Los Angeles County Congestion Management Program.<sup>2</sup>

#### **4.8.4 Thresholds of Significance**

In order to assist in determining whether a project would have a significant effect on the environment, CEQA identifies criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Specifically, Appendix G of the State CEQA Guidelines (Environmental Checklist Form) lists the following thresholds, under which a project may be deemed to have a significant impact on transportation and traffic if it would:

<sup>2</sup> Los Angeles County Metropolitan Transportation Authority, *Congestion Management Program for Los Angeles County*, 2010.

**Threshold:** 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?

**Threshold:** 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?

**Threshold:** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Topics that were determined to be less than significant or have no impact through the analysis found within the Initial Study (see **Appendix A**) do not require further analysis in the EIR. Please refer to **Section 6.1, Effects Found Not to Be Significant** for an evaluation of these topics.

### **Burbank2035**

*Burbank2035* identifies a mobility goal of LOS D at all intersections in the City. To this end, the City has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases. Intersections operating at LOS A, B, or C are not significantly impacted regardless of the amount of project traffic at the intersection. Signalized intersections are considered to be significantly impacted at LOS D, E, or F based on the following criteria in **Table 4.8-4, Burbank2035 Signalized Intersections Significance Thresholds**. A significant transportation impact at an unsignalized intersection is determined based on the following criteria identified in **Table 4.8-5, Burbank2035 Unsignalized Intersection Significance Thresholds**. In addition, the City has a threshold for impacts on local residential streets based on the increase in projected average daily traffic (ADT) volumes, as shown in **Table 4.8-6, Burbank Local Residential Street Significance Thresholds**. The City does not have a specific threshold for access impacts to neighboring properties. However, the Project would not physically alter or impede existing access to any neighboring properties. Additionally, an existing access easement would be maintained for the use of the adjacent property to the east along the alley, between South First Street and South San Fernando Boulevard.

**Table 4.8-4**  
**Burbank2035 Signalized Intersection Significance Thresholds**

| Intersection Conditions with Project Traffic |               | Significant Impact Threshold for Project-Related Increase in V/C Ratio |
|--|---------------|--|
| LOS  | V/C Ratio     |  |
| D  | 0.801 – 0.900 | Equal to or greater than 0.02  |
| E  | 0.901 – 1.00  | Equal to or greater than 0.01  |
| F  | > 1.00        | Equal to or greater than 0.005   |

Source: City of Burbank.

**Table 4.8-5**  
**Burbank2035 Unsignalized Intersection Significance Thresholds**

| Intersection Conditions with Project Traffic |              | Significant Impact Threshold for Project-Related Increase in Vehicle Trips Through Intersection |
|--|--------------|---|
| LOS  | Delay (secs) |   |
| D  | 25.0 – 35.0  | Equal to or greater than 2 percent of total trips   |
| E  | 35.0 – 50.0  | Equal to or greater than 1 percent of total trips   |
| F  | > 50.0       | 5 or more project trips   |

Source: City of Burbank

**Table 4.8-6**  
**Burbank Local Residential Street Significance Thresholds**

| ADT With Project | Project Portion of ADT |
|------------------|------------------------|
| 500–999          | 20% or more            |
| 1,000–1,999      | 12% or more            |
| 2,000–2,999      | 10% or more            |
| 3,000 +          | 8% or more             |

Source: City of Burbank.

### 4.8.5 Project Impact Analysis

The environmental impact analysis presented below is based on determinations made in the Initial Study (IS) for impacts considered to be potentially significant and for impacts identified by reviewing agencies, organizations, or individuals commenting on the NOP as potentially significant (**See responses to NOP, Appendix A**)

**Threshold:**                    **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?**

#### ***Construction Impacts***

The proposed Project would be constructed in two phases—Phase 1 and Phase 2A/2B. Each of these phases would occur in three primary steps, including the demolition (applicable to Phases 2A and 2B) and clearing of existing on-site uses, grading and site preparation, including excavation for the subterranean parking levels, and construction of the new buildings, which includes paving and architectural coating. These construction activities would occur on-site with minimal intrusion onto adjacent streets. Construction worker traffic would depend on the level of effort during various construction phases, as well as the mode and time of travel of the workers. A discussion of traffic-specific characteristics specific to each phase of the proposed Project is provided below.

#### **Phase 1**

Based on the total construction schedule of approximately 24 months, and CalEEMod standards for estimated air emissions (refer to **Section 4.2, Air Quality**), there would be approximately 8 worker trips per day during site preparation; 10 worker trips per day and 3,550 total hauling trips during grading; 150 worker trips and 49 total vendor trips during building construction; 15 worker trips during paving; and 39 worker trips per day during architectural coating. All construction activities would be staged on the Project site.

#### **Phase 2A**

Based on the total construction schedule of approximately 24 months, and CalEEMod standards for estimated air emissions (refer to **Section 4.2, Air Quality**), there would be approximately 15 worker trips per day and 182 total hauling trips during demolition; 18 worker trips per day during site preparation; 15 worker trips per day and 3,550 total hauling trips during grading; 150 worker trips and 51 total vendor

trips during building construction; 20 worker trips during paving; and 26 worker trips per day during architectural coating. All construction activities would be staged on the Project site.

### **Phase 2B**

Based on the total construction schedule of approximately 24 months, and CalEEMod standards for estimated air emissions (refer to **Section 4.2, Air Quality**), there would be approximately 15 worker trips per day and 182 total hauling trips during demolition; 18 worker trips per day during site preparation; 15 worker trips per day and 3,550 total hauling trips during grading; 150 worker trips and 63 total vendor trips during building construction; 20 worker trips during paving; and 29 worker trips per day during architectural coating. All construction activities would be staged on the Project site.

It is expected that on-site construction activity for Phases 1 and 2A/2B would fluctuate on a weekly basis, depending largely on the number of workers and construction trucks needed for the on-going activities during each particular time period. However, to remain conservative, the portion of the Project construction period generating the highest daily construction-related traffic was analyzed and assumed to represent the entire period. Construction hours would occur between 7:00 AM and 7:00 PM from Monday through Friday and 8:00 AM and 5:00 PM on Saturdays; no construction would take place on Sundays.

Since construction workers are expected to live throughout the Los Angeles Metropolitan Area, they are also expected to travel to the Project site from all directions. The maximum number of construction-related peak-hour vehicle trips is expected to occur during the maximum intensity time within the construction phase, which would be during grading as this is when most truck traffic would occur due to the removal of soil for the subterranean parking levels.

Construction activity on the Project site could temporarily affect local streets and sidewalks. While Project construction would primarily be contained within the Project site, when working near the perimeter of the Project site, construction activities could intrude onto the adjacent streets, potentially affecting pedestrian and vehicular traffic. The Project site is adjacent to South First Street, East Verdugo Avenue, and East Tujunga Avenue, and sidewalks and travel lanes could be temporarily affected by construction activity.

As construction activities are temporary, and any intrusions on local streets or other public right-of-way would require City approval and an associated traffic plan for any lanes closures, impacts would be less than significant.

## ***Operational Impacts***

### **Phase 1**

#### **Project Trip Generation**

Phase 1 of the proposed Project involves the construction of a 14-story tower containing 154 residential dwelling units and approximately 9,695 square feet of ground floor retail space, served by 443 vehicular parking spaces. The existing 40,000 square feet of office use would remain during implementation of Phase 1. As shown in **Table 4.8-7, Project Trip Generation Estimates—Phase 1**, Phase 1 of the proposed Project would generate approximately 840 new trips on a typical weekday, including 69 new AM peak-hour trips (15 inbound, 54 outbound) and 67 new PM peak-hour trips (40 inbound, 27 outbound).

#### **Existing (2016) With Project Conditions**

**Table 4.8-8, Existing with Project (2016)—Phase 1 Intersection Peak-Hour Levels of Service** identifies the existing V/C and LOS and the change that would occur with construction of Phase 1 of the proposed Project. The traffic volumes generated from Phase 1 are added to the existing traffic volumes to obtain the existing with Project peak-hour traffic volumes. The significance criteria and thresholds outlined above were used to determine the significance of a traffic impact caused by Phase 1 of the proposed Project on the analyzed intersections as compared to existing (2016) conditions. Detailed LOS worksheets for existing (2016) with Phase 1 of the proposed Project are provided in **Appendix F**.

As shown in **Table 4.8-8**, under the Existing with Project Conditions, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phase 1 is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

**Table 4.8-7  
Project Trip Generation Estimates—Phase 1**

| Land Use/Code   | ITE Land Use | Size     | Daily      | AM Peak Hour |           |           | PM Peak Hour |           |           |
|---|--------------|----------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|   |              |          |            | In           | Out       | Total     | In           | Out       | Total     |
| <b>Existing On-Site Uses</b>  |              |          |            |              |           |           |              |           |           |
| High-Rise Condominiums  | 232          | Per du   |            | 19%          | 81%       |           | 62%          | 38%       |           |
| Shopping Center   | 820          | Per ksf  | 42.7<br>0  | 62%          | 38%       | 0.96      | 48%          | 52%       | 3.71      |
| <b>Proposed Project</b>   |              |          |            |              |           |           |              |           |           |
| <b>Phase 1</b>  |              |          |            |              |           |           |              |           |           |
| High-Rise Condominium   | 232          | 154 du   | 804        | 14           | 60        | 74        | 42           | 26        | 68        |
| <i>Transit/Walk-In Reduction: 10%</i>   |              |          | (80)       | (1)          | (6)       | (7)       | (4)          | (3)       | (7)       |
| <i>Mixed-Use Internal Capture<br/>(Daily: 6%; AM: 0% In/2% Out;<br/>PM: 12% In/8% Out)</i>    |              |          | (47)       | 0            | (1)       | (1)       | (5)          | (2)       | (7)       |
| <b>Residential Subtotal</b>   |              |          | 677        | 13           | 53        | 66        | 33           | 21        | 54        |
| South Retail  | 820          | 10.6 ksf | 453        | 6            | 4         | 10        | 19           | 20        | 39        |
| <i>Transit/Walk-In Reduction: 15%</i>   |              |          | (68)       | (1)          | (1)       | (2)       | (3)          | (3)       | (6)       |
| <i>Mixed-Use Internal Capture<br/>(Daily: 15%; AM: 17% In/0% Out;<br/>PM: 11% In/25% Out)</i> |              |          | (59)       | (1)          | 0         | (1)       | (2)          | (4)       | (6)       |
| <i>Pass-by Reduction: 50%</i>   |              |          | (163)      | (2)          | (2)       | (4)       | (7)          | (7)       | (14)      |
| <b>Commercial Subtotal</b>  |              |          | 163        | 2            | 1         | 3         | 7            | 6         | 13        |
| <b>Total Phase 1 Project Trips</b>  |              |          | <b>840</b> | <b>15</b>    | <b>54</b> | <b>69</b> | <b>40</b>    | <b>27</b> | <b>67</b> |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

Notes:

*Trip generation rates for office use from Trip Generation Manual, 9<sup>th</sup> Edition, ITE 2012;*

*Capture credit based on the NCHRP 8-51 Internal Trip Capture Estimation Toll (National Cooperative Highway Research Program Report 684 – Enhancing Internal Trip Capture Estimation for Mixed-Use Development, Transportation Research Board and National Research Council, 2011)*

*du = dwelling units; ksf = thousand square feet.*

**Table 4.8-8**  
**Existing with Project (2016)—Phase 1**  
**Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Existing |     | Existing with Project |     | Change in V/C | Impact |
|-----|---|-----------|----------|-----|-----------------------|-----|---------------|--------|
|     |   |           | V/C      | LOS | V/C                   | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.902    | E   | 0.902                 | E   | 0.000         | No     |
|     |   | PM        | 1.010    | F   | 1.010                 | F   | 0.000         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.474    | A   | 0.475                 | A   | 0.001         | No     |
|     |   | PM        | 0.707    | C   | 0.709                 | C   | 0.002         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.287    | A   | 0.287                 | A   | 0.000         | No     |
|     |   | PM        | 0.475    | A   | 0.476                 | A   | 0.001         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.795    | C   | 0.797                 | C   | 0.002         | No     |
|     |   | PM        | 0.831    | D   | 0.832                 | D   | 0.001         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.522    | A   | 0.531                 | A   | 0.009         | No     |
|     |   | PM        | 0.656    | B   | 0.662                 | B   | 0.006         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.767    | C   | 0.767                 | C   | 0.000         | No     |
|     |   | PM        | 0.742    | C   | 0.743                 | C   | 0.001         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.544    | A   | 0.551                 | A   | 0.007         | No     |
|     |   | PM        | 0.580    | A   | 0.584                 | A   | 0.004         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.343    | A   | 0.348                 | A   | 0.005         | No     |
|     |   | PM        | 0.416    | A   | 0.421                 | A   | 0.005         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.0     | B   | 12.1                  | B   | 3.9%          | No     |
|     |   | PM        | 16.3     | C   | 16.7                  | C   | 2.6%          | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.0     | A   | 10.0                  | A   | 1.1%          | No     |
|     |   | PM        | 10.6     | B   | 10.6                  | B   | 1.1%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.494    | A   | 0.504                 | A   | 0.010         | No     |
|     |   | PM        | 0.572    | A   | 0.574                 | A   | 0.002         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.568    | A   | 0.575                 | A   | 0.007         | No     |
|     |   | PM        | 0.572    | A   | 0.583                 | A   | 0.011         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.772    | C   | 0.774                 | C   | 0.002         | No     |
|     |   | PM        | 0.663    | B   | 0.663                 | B   | 0.000         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.325    | A   | 0.330                 | A   | 0.005         | No     |
|     |   | PM        | 0.404    | A   | 0.407                 | A   | 0.003         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.650    | B   | 0.653                 | B   | 0.003         | No     |
|     |   | PM        | 0.608    | B   | 0.609                 | B   | 0.001         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.695    | B   | 0.696                 | B   | 0.001         | No     |
|     |   | PM        | 0.786    | C   | 0.787                 | C   | 0.001         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 20.4     | C   | 20.4                  | C   | 0.3%          | No     |
|     |   | PM        | 17.9     | C   | 18.0                  | C   | 0.2%          | No     |

| No. | Intersection                            | Peak Hour | Existing |     | Existing with Project |     | Change in V/C | Impact |
|-----|---|-----------|----------|-----|-----------------------|-----|---------------|--------|
|     |   |           | V/C      | LOS | V/C                   | LOS |               |        |
| 18  | I-5 Northbound Ramps & Alameda Avenue   | AM        | 35.9     | E   | 35.9                  | E   | 0.2%          | No     |
|     |   | PM        | 28.0     | D   | 28.1                  | D   | 0.1%          | No     |
| 19  | Flower Street & Alameda Avenue          | AM        | 0.683    | B   | 0.685                 | B   | 0.002         | No     |
|     |   | PM        | 0.775    | C   | 0.776                 | C   | 0.001         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue | AM        | 0.739    | C   | 0.744                 | C   | 0.005         | No     |
|     |   | PM        | 0.764    | C   | 0.767                 | C   | 0.003         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue     | AM        | 0.918    | E   | 0.920                 | E   | 0.002         | No     |
|     |   | PM        | 0.852    | D   | 0.854                 | D   | 0.002         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

## **Phase 2A**

### Project Trip Generation

Phase 2A of the proposed Project involves the construction of a 13-story building with 230 hotel rooms and some ancillary restaurant and banquet space, up to 1,200 square feet of ground floor retail space and approximately 4,700 square feet of ground floor restaurant space. As shown in **Table 4.8-9, Project Trip Generation Estimates—Phases 1 and 2A**, Phases 1 and Phase 2A of the proposed Project would generate approximately 2,239 new daily trips, including 284 and 275 trips during the weekday AM and PM peak hours, respectively.

### Existing (2016) With Project Conditions

**Table 4.8-10, Existing with Project (2016)—Phases 1 and 2A Intersection Peak-Hour Levels of Service** shows the existing V/C and LOS and the change that would occur with construction of Phases 1 and 2A of the proposed Project. The traffic volumes generated from Phases 1 and 2A are added to the existing traffic volumes to obtain the existing with Project peak-hour traffic volumes. The significance criteria and thresholds outlined above were used to determine the significance of a traffic impact caused by Phases 1 and 2A of the proposed Project on the analyzed intersections as compared to existing (2016) conditions. Detailed LOS worksheets for existing (2016) with Phases 1 and 2A are provided in **Appendix F**.

As shown in **Table 4.8-10**, under the Existing with Project Conditions, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phases 1 and 2B is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

**Table 4.8-9  
Project Trip Generation Estimates—Phases 1 and 2A**

| Land Use/Code  | ITE Land Use | Size     | Daily        | AM Peak Hour |            |            | PM Peak Hour |           |            |
|--|--------------|----------|--------------|--------------|------------|------------|--------------|-----------|------------|
|  |              |          |              | In           | Out        | Total      | In           | Out       | Total      |
| <b><i>Phase 1</i></b>  |              |          |              |              |            |            |              |           |            |
| High-Rise Condominium  | 232          | 154 du   | 804          | 14           | 60         | 74         | 42           | 26        | 68         |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (80)         | (1)          | (6)        | (7)        | (4)          | (3)       | (7)        |
| <i>Mixed-Use Internal Capture (Daily: 17%; AM: 7% In/12% Out; PM: 21% In/27% Out)</i>  |              |          | (121)        | (1)          | (6)        | (7)        | (8)          | (6)       | (14)       |
| <b><i>Phase 1 Residential Subtotal</i></b>   |              |          | <b>603</b>   | <b>12</b>    | <b>48</b>  | <b>60</b>  | <b>30</b>    | <b>17</b> | <b>47</b>  |
| South Retail   | 820          | 10.6 ksf | 453          | 6            | 4          | 10         | 19           | 20        | 39         |
| <i>Transit/Walk-In Reduction: 15%</i>  |              |          | (68)         | (1)          | (1)        | (2)        | (3)          | (3)       | (6)        |
| <i>Mixed-Use Internal Capture (Daily: 40%; AM: 29% In/25% Out; PM: 48% In/59% Out)</i> |              |          | (153)        | (1)          | (1)        | (2)        | (8)          | (10)      | (18)       |
| <i>Pass-by Reduction: 50%</i>  |              |          | (116)        | (2)          | (1)        | (3)        | (4)          | (4)       | (8)        |
| <b><i>Phase 1 Commercial Subtotal</i></b>  |              |          | <b>116</b>   | <b>2</b>     | <b>1</b>   | <b>3</b>   | <b>4</b>     | <b>3</b>  | <b>7</b>   |
| <b><i>Phase 2 Option A</i></b>   |              |          |              |              |            |            |              |           |            |
| Hotel  | 310          | 230 rm   | 1,879        | 72           | 50         | 122        | 70           | 68        | 138        |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (188)        | (7)          | (5)        | (12)       | (7)          | (7)       | (14)       |
| <i>Mixed-Use Internal Capture (Daily: 3%; AM: 1% In/4% Out; PM: 4% In/1% Out)</i>      |              |          | (50)         | (1)          | (2)        | (3)        | (3)          | (1)       | (4)        |
| <b><i>Phase 2 Hotel Subtotal</i></b>   |              |          | <b>1,641</b> | <b>64</b>    | <b>43</b>  | <b>107</b> | <b>60</b>    | <b>60</b> | <b>120</b> |
| North Retail   | 820          | 1.2 ksf  | 49           | 1            | 0          | 1          | 2            | 2         | 4          |
| <i>Transit/Walk-In Reduction: 15%</i>  |              |          | (7)          | (0)          | (0)        | (0)        | (0)          | (0)       | (0)        |
| <i>Mixed-Use Internal Capture (Daily: 25%; AM: 29% In/25% Out; PM: 48% In/59% Out)</i> |              |          | (11)         | (0)          | (0)        | (0)        | (1)          | (1)       | (2)        |
| <i>Pass-by Reduction: 50%</i>  |              |          | (16)         | (1)          | (0)        | (1)        | (1)          | (1)       | (2)        |
| North Restaurant   | 932          | 4.7 ksf  | 602          | 28           | 23         | 51         | 28           | 19        | 47         |
| <i>Transit/Walk-In Reduction: 15%</i>  |              |          | (90)         | (4)          | (3)        | (7)        | (4)          | (3)       | (7)        |
| <i>Mixed-Use Internal Capture (Daily: 36%; AM: 32% In/13% Out; PM: 39% In/63% Out)</i> |              |          | (186)        | (7)          | (3)        | (10)       | (10)         | (10)      | (20)       |
| <i>Pass-by Reduction: 20%</i>  |              |          | (65)         | (3)          | (3)        | (6)        | (3)          | (1)       | (4)        |
| <b><i>Phase 2 Commercial Subtotal</i></b>  |              |          | <b>276</b>   | <b>14</b>    | <b>14</b>  | <b>28</b>  | <b>11</b>    | <b>5</b>  | <b>16</b>  |
| <b><i>Subtotal Proposed Project Trips</i></b>  |              |          | <b>2,636</b> | <b>92</b>    | <b>106</b> | <b>198</b> | <b>105</b>   | <b>85</b> | <b>190</b> |
| <b><i>Existing Office to Be Removed</i></b>  |              |          |              |              |            |            |              |           |            |
| Office   | 710          | 40 ksf   | 441          | 55           | 7          | 62         | 10           | 50        | 60         |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (44)         | (6)          | (1)        | (7)        | (1)          | (5)       | (6)        |
| <b><i>Existing Use Subtotal</i></b>  |              |          | <b>397</b>   | <b>49</b>    | <b>6</b>   | <b>55</b>  | <b>9</b>     | <b>45</b> | <b>54</b>  |
|  |              |          |              |              |            |            |              |           |            |

|  |  |  |              |           |            |            |           |           |            |
|--|--|--|--------------|-----------|------------|------------|-----------|-----------|------------|
| <b>Net New Total Full Buildout Project Trips</b> |  |  | <b>2,239</b> | <b>43</b> | <b>100</b> | <b>143</b> | <b>96</b> | <b>61</b> | <b>136</b> |
|--|--|--|--------------|-----------|------------|------------|-----------|-----------|------------|

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.  
 Notes: du = dwelling units; ksf = thousand square feet; rm = rooms.

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**Table 4.8-10**  
**Existing with Project (2016)—Phases 1 and 2A**  
**Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Existing |     | Existing with Project |     | Change in V/C | Impact |
|-----|---|-----------|----------|-----|-----------------------|-----|---------------|--------|
|     |   |           | V/C      | LOS | V/C                   | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.902    | E   | 0.903                 | E   | 0.001         | No     |
|     |   | PM        | 1.010    | F   | 1.011                 | F   | 0.001         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.474    | A   | 0.476                 | A   | 0.002         | No     |
|     |   | PM        | 0.707    | C   | 0.710                 | C   | 0.003         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.287    | A   | 0.286                 | A   | -0.001        | No     |
|     |   | PM        | 0.475    | A   | 0.478                 | A   | 0.003         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.795    | C   | 0.799                 | C   | 0.004         | No     |
|     |   | PM        | 0.831    | D   | 0.835                 | D   | 0.004         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.522    | A   | 0.534                 | A   | 0.012         | No     |
|     |   | PM        | 0.656    | B   | 0.665                 | B   | 0.009         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.767    | C   | 0.768                 | C   | 0.001         | No     |
|     |   | PM        | 0.742    | C   | 0.743                 | C   | 0.001         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.544    | A   | 0.557                 | A   | 0.013         | No     |
|     |   | PM        | 0.580    | A   | 0.591                 | A   | 0.011         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.343    | A   | 0.352                 | A   | 0.009         | No     |
|     |   | PM        | 0.416    | A   | 0.428                 | A   | 0.012         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.0     | B   | 12.4                  | B   | 10.5%         | No     |
|     |   | PM        | 16.3     | C   | 17.7                  | C   | 6.8%          | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.0     | A   | 10.5                  | B   | 13.2%         | No     |
|     |   | PM        | 10.6     | B   | 10.8                  | B   | 9.6%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.494    | A   | 0.509                 | A   | 0.015         | No     |
|     |   | PM        | 0.572    | A   | 0.579                 | A   | 0.007         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.568    | A   | 0.575                 | A   | 0.007         | No     |
|     |   | PM        | 0.572    | A   | 0.585                 | A   | 0.013         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.772    | C   | 0.776                 | C   | 0.004         | No     |
|     |   | PM        | 0.663    | B   | 0.663                 | B   | 0.000         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.325    | A   | 0.334                 | A   | 0.009         | No     |
|     |   | PM        | 0.404    | A   | 0.412                 | A   | 0.008         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.650    | B   | 0.656                 | B   | 0.006         | No     |
|     |   | PM        | 0.608    | B   | 0.611                 | B   | 0.003         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.695    | B   | 0.698                 | B   | 0.003         | No     |
|     |   | PM        | 0.786    | C   | 0.787                 | C   | 0.001         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 20.4     | C   | 20.4                  | C   | 0.5%          | No     |
|     |   | PM        | 17.9     | C   | 18.1                  | C   | 0.4%          | No     |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 35.9     | E   | 36.2                  | E   | 0.4%          | No     |
|     |   | PM        | 28.0     | D   | 28.2                  | D   | 0.3%          | No     |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.683    | B   | 0.686                 | B   | 0.003         | No     |
|     |   | PM        | 0.775    | C   | 0.777                 | C   | 0.002         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.739    | C   | 0.749                 | C   | 0.010         | No     |
|     |   | PM        | 0.764    | C   | 0.773                 | C   | 0.009         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.918    | E   | 0.922                 | E   | 0.004         | No     |
|     |   | PM        | 0.852    | D   | 0.855                 | D   | 0.003         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in Appendix F.

## **Phase 2B**

### **Project Trip Generation**

Phase 2B of the proposed Project involves the construction of a 11-story mixed-use office building containing approximately 158,000 square feet of office space and 13,000 square feet of ground floor retail space. As shown in **Table 4.8-11, Project Trip Generation Estimates—Phases 1 and 2B**, Phases 1 and 2B of the proposed Project would generate approximately 2,034 new daily trips, including 229 trips during the weekday AM (158 inbound, 70 outbound) and 221 trips during the weekday PM (63 inbound, 158 outbound).

### **Existing (2016) With Project**

**Table 4.8-12, Existing with Project (2016)—Phases 1 and 2B Intersection Peak-Hour Levels of Service** shows the existing V/C and LOS and the change that would occur with construction of Phases 1 and 2B of the proposed Project. The traffic volumes generated from Phases 1 and 2B are added to the existing traffic volumes to obtain the existing with Project peak-hour traffic volumes. The significance criteria and thresholds outlined above were used to determine the significance of a traffic impact caused by Phases 1 and 2B of the proposed Project on the analyzed intersections as compared to existing (2016) conditions. Detailed LOS worksheets for existing (2016) with Phases 1 and 2B are provided in **Appendix F**.

As shown in **Table 4.8-12**, under the Existing with Project Conditions, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phases 1 and 2B is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

### ***Alley Access***

The proposed Project would include access along the alley through the middle of the site. The analysis described above was based on a two-way alley. The Traffic Study includes alternative analysis to evaluate the impact if the alley was made to be one-way. It was determined that this change would not result in any change in impacts.<sup>3</sup>

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3 See Appendix F within Traffic Study, that is included as Appendix F of this Draft EIR.

**Table 4.8-11  
Project Trip Generation Estimates—Phases 1 and 2B**

| Land Use/Code  | ITE Land Use | Size     | Daily        | AM Peak Hour |           |            | PM Peak Hour |            |            |
|--|--------------|----------|--------------|--------------|-----------|------------|--------------|------------|------------|
|  |              |          |              | In           | Out       | Total      | In           | Out        | Total      |
| <b><u>Phase 1</u></b>  |              |          |              |              |           |            |              |            |            |
| High-Rise Condominium  | 232          | 154 du   | 804          | 14           | 60        | 74         | 42           | 26         | 68         |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (80)         | (1)          | (6)       | (7)        | (4)          | (3)        | (7)        |
| <i>Mixed-Use Internal Capture<br/>(Daily: 16; AM: 0% In/3% Out;<br/>PM: 33% In/19% Out)</i>    |              |          | (118)        | (0)          | (2)       | (2)        | (14)         | (4)        | (18)       |
| <b>Phase 1 Residential Subtotal</b>  |              |          | <b>606</b>   | <b>13</b>    | <b>52</b> | <b>65</b>  | <b>24</b>    | <b>19</b>  | <b>43</b>  |
| South Retail   | 820          | 10.6 ksf | 453          | 6            | 4         | 10         | 19           | 20         | 39         |
| <i>Transit/Walk-In Reduction 15%</i>   |              |          | (68)         | (1)          | (1)       | (2)        | (3)          | (3)        | (6)        |
| <i>Mixed-Use Internal Capture<br/>(Daily: 31%; AM: 40% In/33%<br/>Out; PM: 18% In/28% Out)</i> |              |          | (119)        | (2)          | (1)       | (3)        | (3)          | (5)        | (8)        |
| <i>Pass-by Reduction - 50%</i>   |              |          | (133)        | (2)          | (1)       | (3)        | (7)          | (6)        | (13)       |
| <b>Phase 1 Commercial Subtotal</b>   |              |          | <b>133</b>   | <b>1</b>     | <b>1</b>  | <b>2</b>   | <b>6</b>     | <b>6</b>   | <b>12</b>  |
| <b><u>Phase 2 Option B</u></b>   |              |          |              |              |           |            |              |            |            |
| Office   | 710          | 158 ksf  | 1,743        | 217          | 30        | 247        | 40           | 195        | 235        |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (174)        | (22)         | (3)       | (25)       | (4)          | (20)       | (24)       |
| <i>Mixed-Use Internal Capture<br/>(Daily: 4%; AM: 2% In/17% Out;<br/>PM: 5% In/3% Out)</i>     |              |          | (58)         | (4)          | (5)       | (9)        | (2)          | (5)        | (7)        |
| <b>Phase 2 Office Subtotal</b>   |              |          | <b>1,511</b> | <b>191</b>   | <b>22</b> | <b>213</b> | <b>34</b>    | <b>170</b> | <b>204</b> |
| North Retail   | 820          | 1.2 ksf  | 601          | 9            | 5         | 14         | 25           | 27         | 52         |
| <i>Transit/Walk-In Reduction: 15%</i>  |              |          | (90)         | (1)          | (1)       | (2)        | (4)          | (4)        | (8)        |
| <i>Mixed-Use Internal Capture<br/>(Daily: 29%; AM: 40% In/33%<br/>Out; PM: 18% In/28% Out)</i> |              |          | (149)        | (3)          | (1)       | (4)        | (4)          | (7)        | (11)       |
| <i>Pass-by Reduction: 50%</i>  |              |          | (181)        | (3)          | (2)       | (4)        | (9)          | (8)        | (17)       |
| <b>Phase 2 Commercial Subtotal</b>   |              |          | <b>181</b>   | <b>2</b>     | <b>1</b>  | <b>4</b>   | <b>8</b>     | <b>8</b>   | <b>16</b>  |
| <b>Subtotal Proposed Project Trips</b>   |              |          | <b>2,431</b> | <b>207</b>   | <b>76</b> | <b>284</b> | <b>72</b>    | <b>203</b> | <b>275</b> |
| <b><u>Existing Office to Be Removed</u></b>  |              |          |              |              |           |            |              |            |            |
| Office   | 710          | 40 ksf   | 441          | 55           | 7         | 62         | 10           | 50         | 60         |
| <i>Transit/Walk-In Reduction: 10%</i>  |              |          | (44)         | (6)          | (1)       | (7)        | (1)          | (5)        | (6)        |
| <b>Existing Use Subtotal</b>   |              |          | <b>397</b>   | <b>49</b>    | <b>6</b>  | <b>55</b>  | <b>9</b>     | <b>45</b>  | <b>54</b>  |
| <b>Net New Total Full Buildout Project Trips</b>   |              |          | <b>2,034</b> | <b>158</b>   | <b>70</b> | <b>229</b> | <b>63</b>    | <b>158</b> | <b>221</b> |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

**Table 4.8-12**  
**Existing with Project (2016)—Phases 1 and 2B**  
**Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Existing with Project |     |                     |     | Change in V/C | Impact |
|-----|---|-----------|-----------------------|-----|---------------------|-----|---------------|--------|
|     |   |           | Existing              |     | Full Buildout Opt B |     |               |        |
|     |   |           | V/C                   | LOS | V/C                 | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.902                 | E   | 0.905               | E   | 0.003         | No     |
|     |   | PM        | 1.010                 | F   | 1.011               | F   | 0.001         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.474                 | A   | 0.475               | A   | 0.001         | No     |
|     |   | PM        | 0.707                 | C   | 0.717               | C   | 0.010         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.287                 | A   | 0.298               | A   | 0.011         | No     |
|     |   | PM        | 0.475                 | A   | 0.478               | A   | 0.003         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.795                 | C   | 0.798               | C   | 0.003         | No     |
|     |   | PM        | 0.831                 | D   | 0.834               | D   | 0.003         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.522                 | A   | 0.545               | A   | 0.023         | No     |
|     |   | PM        | 0.656                 | B   | 0.681               | B   | 0.025         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.767                 | C   | 0.768               | C   | 0.001         | No     |
|     |   | PM        | 0.742                 | C   | 0.745               | C   | 0.003         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.544                 | A   | 0.555               | A   | 0.011         | No     |
|     |   | PM        | 0.580                 | A   | 0.591               | A   | 0.011         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.343                 | A   | 0.368               | A   | 0.025         | No     |
|     |   | PM        | 0.416                 | A   | 0.430               | A   | 0.014         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.0                  | B   | 14.2                | B   | 17.2%         | No     |
|     |   | PM        | 16.3                  | C   | 18.1                | C   | 10.5%         | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.0                  | A   | 10.3                | B   | 9.6%          | No     |
|     |   | PM        | 10.6                  | B   | 12.4                | B   | 7.2%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.494                 | A   | 0.513               | A   | 0.019         | No     |
|     |   | PM        | 0.572                 | A   | 0.582               | A   | 0.010         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.568                 | A   | 0.570               | A   | 0.002         | No     |
|     |   | PM        | 0.572                 | A   | 0.591               | A   | 0.019         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.772                 | C   | 0.785               | C   | 0.013         | No     |
|     |   | PM        | 0.663                 | B   | 0.663               | B   | 0.000         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.325                 | A   | 0.331               | A   | 0.006         | No     |
|     |   | PM        | 0.404                 | A   | 0.407               | A   | 0.003         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.650                 | B   | 0.654               | B   | 0.004         | No     |
|     |   | PM        | 0.608                 | B   | 0.610               | B   | 0.002         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.695                 | B   | 0.696               | B   | 0.001         | No     |
|     |   | PM        | 0.786                 | C   | 0.787               | C   | 0.001         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 20.4                  | C   | 20.4                | C   | 0.3%          | No     |
|     |   | PM        | 17.9                  | C   | 18.0                | C   | 0.3%          | No     |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 35.9                  | E   | 36.0                | E   | 0.2%          | No     |
|     |   | PM        | 28.0                  | D   | 28.3                | D   | 0.2%          | No     |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.683                 | B   | 0.685               | B   | 0.002         | No     |
|     |   | PM        | 0.775                 | C   | 0.776               | C   | 0.001         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.739                 | C   | 0.745               | C   | 0.006         | No     |
|     |   | PM        | 0.764                 | C   | 0.769               | C   | 0.005         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.918                 | E   | 0.921               | E   | 0.003         | No     |
|     |   | PM        | 0.852                 | D   | 0.855               | D   | 0.003         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

## Policy Consistency

### Senate Bill 743

The Project site is located in a transit priority area because it is located within one half-mile of the Metrolink Burbank station. The characteristics of the proposed Project (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage nonautomotive modes of transportation, such as walking, bicycling, carpool, vanpool, transit, etc. The proposed Project would, therefore, reduce vehicle trips and encourage walking, public transit ridership, and bicycle travel, which would result in corresponding reductions in VMT, air quality emissions and transportation-related GHG emissions.

### Burbank2035 Citywide Mobility Element

As presented in **Table 4.8-13, Burbank2035 Citywide Mobility Element Goals and Policies Consistency**, the proposed Project would be consistent with the goals and policies identified in the *Burbank2035* Mobility Element.

**Table 4.8-13**  
**Burbank2035 Citywide Mobility Element Goals and Policies Consistency**

| <b>Goal 1: Balance</b>   |   |
|--|---|
| 1.1 Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank's needs. | <b>Consistent.</b> The proposed Project is located less than a half-mile from the Burbank Metrolink station, sidewalks surrounding the Project site would be preserved.   |
| 1.2 Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.   | <b>Consistent.</b> The proposed Project would maintain designated Class II bike lanes on East Verdugo Avenue, as well as sidewalks on East Verdugo Avenue, South San Fernando Boulevard, East Tujunga Avenue, South First Street and throughout the Project site. |
| 1.3 Maintain and enhance the city's traditional street and alleyway grid network.  | <b>Consistent.</b> The alleyway that runs between South First Street and South San Fernando Boulevard in the middle of the Project site would be preserved.   |
| 1.4 Ensure that future land uses can be adequately served by the planned transportation system.  | <b>Not applicable.</b> Project would not involve change to the design speed of streets.   |
| 1.5 Design transportation improvements to be compatible with the scale and design of existing infrastructure.  | <b>Not applicable.</b> Project would not involve transportation improvements.   |
| 1.6 Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening.                | <b>Not applicable.</b> Project would not involve changes to system capacity.  |

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| <p>1.7 Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.</p>    | <p><b>Not applicable.</b> The Applicant would not be responsible for ongoing maintenance of public streets.</p>  |
| <p><b>Goal 2: Sustainability</b></p>   |  |
| <p>2.1 Improve Burbank’s alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.</p> | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.</p>  |
| <p>2.2 Weigh the benefits of transportation improvements, policies, and programs against the likely external costs.</p>  | <p><b>Not applicable.</b> Policy addresses adherence to City policies and programs against the feasibility of implementing transportation improvements.</p>  |
| <p>2.3 Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.</p>  | <p><b>Consistent.</b> The Project would include sidewalks and other non-automobile public space around the perimeter of the site to encourage pedestrian activity.</p>   |
| <p>2.4 Require new projects to contribute to the city’s transit and/or non-motorized transportation network in proportion to its expected traffic generation.</p>    | <p><b>Consistent.</b> The proposed Project would place a high-density mixed-use development into an urban location that would locate a mixture of residential and hotel or office uses adjacent to an existing transit network. The proposed Project would provide residents, employees, and guests the opportunity to live and work in Downtown Burbank within proximity to transit service in a manner and location that would result in a reduction in traffic and VMTs.</p>  |
| <p>2.5 Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.</p>        | <p><b>Not applicable.</b> The proposed Project does involve changes to existing bus transit service.</p>   |
| <p><b>Goal 3: Complete Streets</b></p>   |  |
| <p>3.1 Use multi-modal transportation standards to assess the performance of the City street system.</p>   | <p><b>Consistent.</b> City applied a range of standards in assessing the transportation impacts of the Project.</p>  |
| <p>3.2 Complete city streets by providing facilities for all transportation modes.</p>   | <p><b>Not applicable.</b> The proposed Project would not install infrastructure in the public right-of-way.</p>  |
| <p>3.3 Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.</p>       | <p><b>Consistent.</b> The proposed Project would include standard off-site improvements, including sidewalk improvements, new driveway curb cuts and parkway landscaping, sewer replacement within the alley, alley resurfacing, curb modification of South San Fernando Boulevard at the alley, and street light installation. These improvements would be designed in compliance with applicable BMC regulations to ensure compatibility with the surrounding streetscape, as well as to provide proper connectivity for a comfortable safe pedestrian environment. These proposed off-site improvements would enhance</p> |

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|  | the sidewalk within the existing right-of-way to encourage pedestrian activity within downtown Burbank.   |
| 3.4 All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.                         | <b>Consistent.</b> The proposed Project would include standard off-site improvements, including sidewalk improvements, new driveway curb cuts and parkway landscaping, sewer replacement within the alley, alley resurfacing, curb modification of South San Fernando Boulevard at the alley, and street light installation. These improvements would occur within the existing right-of-way and would be designed in compliance with applicable BMC regulations to ensure compatibility with the surrounding streetscape, as well as to provide proper connectivity for a comfortable safe pedestrian environment. |
| 3.5 Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.  | <b>Consistent.</b> Implementation of the proposed Project would involve standard street and sidewalk improvements necessary to accommodate the Project within the existing streetscape. The proposed Project would preserve the bike lane on East Verdugo Avenue. The proposed Project would not alter any existing lot lines or existing right-of-way dedications.   |
| <b>Goal 4: Transit</b>   |   |
| 4.1 Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas. | <b>Consistent.</b> As the proposed Project is located within a transit priority area, it would continue to promote access to transportation choices.  |
| 4.2 Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.              | <b>Not applicable.</b> Policy addresses City technology platforms and programs.   |
| 4.3 Improve and expand transit centers; create a new transit center in the Media District  | <b>Not applicable.</b> Policy addresses implementation of City programs.  |
| 4.4 Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank’s employment and residential centers to the rest of the region.        | <b>Consistent.</b> This Draft EIR has been prepared to comply with CEQA, which includes steps to encourage community engagement.  |
| 4.5 Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.                                      | <b>Consistent.</b> The Project would provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.   |
| 4.6 Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority (MTA) make cutbacks to local service.  | <b>Not applicable.</b> Policy addresses implementation of City programs.  |
| 4.7 Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.  | <b>Not applicable.</b> Policy addresses implementation of City programs.  |

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| <p>4.8 Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.</p>                | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.</p>  |
| <p>4.9 Support efforts to create a seamless fare-transfer system among different transportation modes and operators.</p>   | <p><b>Not applicable.</b> Policy addresses efforts related to transportation management organizations in Burbank.</p>  |
| <p>4.10 Actively promote public-private partnerships for transit-oriented development opportunities.</p>   | <p><b>Consistent.</b> The Project is a transit oriented development.</p>   |
| <p><b>Goal 5: Bicycle and Pedestrian Mobility</b></p>  |  |
| <p>5.1 Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.</p>                    | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.</p>  |
| <p>5.2 Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.</p> | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.</p>  |
| <p>5.3 Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.</p>  | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and would otherwise not alter or improve bicycle connections within downtown Burbank.</p>   |
| <p>5.4 Ensure that new commercial and residential developments integrate with Burbank’s bicycle and pedestrian networks.</p>   | <p><b>Consistent.</b> The proposed Project would preserve the bike lane on East Verdugo Avenue and provide sidewalks that support pedestrian connection from downtown Burbank to the Burbank Train Station.</p>  |
| <p>5.5 Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths.</p>   | <p><b>Consistent.</b> The proposed Project would include pedestrian access and sidewalks around the perimeter of the site.</p>   |
| <p><b>Goal 6: Neighborhood Protection</b></p>  |  |
| <p>6.1 Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.</p>   | <p><b>Consistent.</b> The Project would not significantly impact street efficiency.</p>  |
| <p>6.2 Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.</p>  | <p><b>Not applicable.</b> No alterations of travel lanes are proposed.</p>   |
| <p>6.3 Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.</p>  | <p><b>Not applicable.</b> Location is not part neighborhood identified for of neighborhood protection program. The analysis of the proposed Project indicates that a negligible amount of Project-generated traffic would travel through nearby residential neighborhoods, which are located well to the north and east of the Project site.</p> |

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| <b>Goal 7: Parking</b>   |  |
| 7.1 Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.   | <b>Not applicable.</b> The proposed Project would only provide private parking available to onsite residents, employees, and guests; there would be no available public parking. The proposed Project would provide sufficient parking for all uses in accordance with BMC Section 10-1-1408. In addition, as the proposed Project involves the development of a mixed-use project near a transit center, there would be no parking impacts in accordance with SB 743. |
| 7.2 Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.   | <b>Consistent.</b> Parking would be designed to City standards.  |
| 7.3 Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.                      | <b>Not applicable.</b> Project would not involve alteration to street parking.   |
| <b>Goal 8: Transportation Demand Management</b>  |  |
| 8.1 Update and expand the citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.   | <b>Not applicable.</b> Policies relates to Citywide requirements, not Project specific features.   |
| 8.2 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage alternative transportation options.                         | <b>Not applicable.</b> Policies relates to relationship with transit management organizations.   |
| 8.3 Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.   | <b>Consistent.</b> As the proposed Project involves the development of a mixed-use project near a transit center and proximate to the retail and entertainment service of downtown Burbank, the design of the proposed Project would promote both transit and pedestrian movement options.   |
| <b>Goal 9: Safety, Accessibility, Equity</b>   |  |
| 9.1 1 Ensure safe interaction between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.                     | <b>Consistent.</b> Project would provide wide sidewalks and public space along South First Street. The off-site improvements proposed by the Project would be designed to enhance the existing streetscape and to provide proper connectivity for a comfortable safe environment for all transportation modes.   |
| 9.2 Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects. | <b>Consistent.</b> Parking would be designed to City standards, which includes compliance with the Americans with Disabilities Act.  |
| 9.3 Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.   | <b>Not applicable.</b> Project does not involve changes to transit services or stops.  |

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| 9.4 Preserve and promote safe riding for equestrians to access public riding trails. | <b>Not applicable.</b> Project location is not within an equestrian area. |
|--|---|

**Threshold:** **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?**

An analysis of the regional transportation facilities in the vicinity of the Project site, in accordance with the TIA procedures outlined in the 2010 CMP for Los Angeles County was prepared and is included in **Appendix F**.

#### ***Arterial Monitoring Station Analysis***

The CMP does not identify any arterial monitoring intersections within the Project Study Area or within one mile of the Project Study Area. Therefore, no arterial intersection impact analysis is required under CMP guidelines. No impacts would occur.

#### ***Freeway Segment Analysis***

The CMP identifies one mainline freeway monitoring location within the Project Study Area, which is located approximately 0.75 miles north of the Project site:

- Golden State Freeway (I-5) at Burbank Boulevard

Based on the Project peak hour traffic volumes identified in **Tables 4.8-7, 4.8-9, and 4.8-11**, the number of Project-related (Phases 1, 2A, and 2B) peak hour trips added to the identified freeway monitoring location was estimated based on the number of trips entering and leaving the Project Study Area on freeways in the direction of the outlying CMP freeway monitoring location. The Project trip estimates for the freeway monitoring location are conservative in that they assume that all of the Project trips at the periphery of the Project Study Area would travel along the freeway past the designated freeway monitoring locations and not dissipate onto local streets. The Project peak hour traffic volumes expected at the mainline freeway monitoring location in each direction is shown in **Table 4.8-14, Project Mainline Freeway Trips**.

**Table 4.8-14  
Project Mainline Freeway Trips**

| Project Conditions | Project Peak Hour Trips |    |            |    |
|--------------------|-------------------------|----|------------|----|
|                    | Weekday AM              |    | Weekday PM |    |
|                    | NB                      | SB | NB         | SB |
| Phase 1            | 7                       | 2  | 3          | 5  |
| Phases 1 and 2A    | 13                      | 8  | 8          | 13 |
| Phases 1 and 2B    | 9                       | 12 | 12         | 6  |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

As shown, Phases 1, 2A, and 2B of the proposed Project would not add 150 trips to the freeway monitoring location during either peak hour. Therefore, no additional freeway analysis is required under CMP criteria.

**Threshold:**                    **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

### ***Vehicular Access***

As part of the proposed Project, access to the residential building (Phase 1) on the Project site would be provided via a new driveway and one porte cochere along East Verdugo Avenue and one new driveway along the alley, east of South First Street. Access to the hotel building (Phase 2A) would be provided via one new driveway and one porte cochere along East Tujunga Avenue and access to the office building (Phase 2B) would be provided via one new driveway along East Tujunga and one new driveway along the alley, east of South First Street.

All proposed driveways would provide full access (i.e., accommodate both left and right ingress and egress turning movements). A detailed analysis of projected driveway operating conditions and queue lengths is provided in **Appendix F**, which shows that all four driveway access points are projected to operate at LOS C or better during each analyzed peak period under all “with Project” scenarios. The potential queuing of vehicles on East Tujunga Avenue, South San Fernando Boulevard, East Verdugo Avenue and South First Street waiting to turn into the Project site would be accommodated within the existing approach lanes. In addition, there is storage available for the inbound queue. The analysis indicates that the proposed driveways are expected to adequately serve Project traffic without causing congestion on adjacent streets. Impacts would be less than significant.

### ***Pedestrian Access and Safety***

The Project site would be designed to facilitate safe access for both vehicles and pedestrians. As described above, the proposed Project would provide driveways to sufficiently serve Project-generated traffic. Pedestrian access to the residential building (Phase 1) would be provided from East Verdugo Avenue and pedestrian access to the hotel or office building (Phases 2A/2B) would be provided from East Tujunga Avenue.

Vehicular queues from Project traffic are not expected to worsen operating conditions on adjacent public streets. The proposed access locations on the Project site would be designed in accordance with City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. Additionally, all proposed roadways and driveways would intersect at right angles and street trees and other potential impediments to adequate visibility would be minimal. Internal sidewalks and pedestrian crossings would be designed to effectively guide pedestrians to and from the proposed Project entrances with minimal conflict with vehicular traffic. Separate pedestrian entrances are provided and would provide access from the adjacent streets, parking facilities, and transit stops.

Visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. Existing bicycle lanes are provided along East Verdugo Avenue and top priority bicycle lanes are proposed along South First Street within the Project Study Area under Burbank2035. In order to facilitate bicycle use, bicycle parking spaces would be provided on-site as part of the proposed Project. Impacts would be less than significant.

### ***Regional Transit System Analysis***

Based on the guidelines outlined in the CMP, transit trips expected to result from the proposed Project were estimated based on the projected automobile trip generation. The methodology assumes an average vehicle occupancy (AVO) factor of 1.40 in order to estimate the number of person trips to and from the proposed Project. As the Project is a residential and commercial development within one quarter-mile of a CMP transit corridor (the Metrolink Antelope Valley and Ventura Lines), the CMP guidelines indicate that 15 percent of the total person-trips are assumed to travel to and from the Project site via public transit.

To present a conservative estimate of potential transit ridership as a result of the proposed Project, the highest number of trips expected to be generated by the proposed Project are Phases 1 and 2B. As previously identified in **Table 4.8-9**, Phase 1 and 2A are expected to generate a total of 2,636 daily trips, including 284 and 275 trips during the weekday AM and PM peak hours, respectively. Assuming an AVO of 1.40 and using the 15 percent mode split, the implementation of Phases 1 and 2B of the proposed

Project is expected to generate a total of 554 daily transit trips, including 60 and 58 transit trips during the weekday morning and afternoon peak hours, respectively.

As discussed previously, the Project Study Area is served by several established bus transit routes, including both local and express service. Even with potential growth in transit ridership by 2020 and 2023, the proposed Project's maximum peak hour transit ridership of only 60 trips in the morning peak hour and 58 trips in the afternoon peak hour can be easily accommodated within the available capacity on the system. A detailed analysis of the existing transit service patronage on routes serving the Project site is found in **Appendix F**. Therefore, the proposed Project is not expected to significantly impact the regional transit system under future conditions.

#### 4.8.6 Cumulative Impacts

##### ***Construction Impacts***

It is anticipated that construction of related projects would result in periods of heavy truck traffic due to the delivery of construction materials and the hauling of demolition materials. Although the time frame for construction of these projects is uncertain, as well as the degree to which construction of these projects would overlap and the location at which impacts could occur, it is possible that the construction of these related projects could affect roadway segments and intersections, which could result in a significant cumulative impact. Specifically, the nearest related projects to the Project site are the First Street Village Mixed-Use Project at 333 North First Street, the Burbank Town Center at 600 North San Fernando Boulevard, and a proposed hotel at 550 North Third Street.

If construction of these nearby related projects would overlap with construction of the proposed Project, a significant cumulative impact could result. The proposed Project would avoid AM and PM peak traffic hours for construction worker trips to the Project site and for hauling activity. However, the proposed Project would be required to implement **Mitigation Measures MM TR-1** to reduce significant impacts. **MM TR-1** consists of the preparation of a construction traffic control plan, which includes the identification of any foreseeable roadway or sidewalk closures, traffic detours, haul routes, and hours of construction operation. Similarly, related projects would be required to implement appropriate mitigation to reduce construction-related traffic impacts. Furthermore, LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. As such, the proposed Project's contribution to construction-related traffic would not be cumulatively considerable; and thus, the proposed Project's cumulative impacts would be less than significant.

## ***Operational Impacts***

Estimates of future traffic conditions without the proposed Project were developed to evaluate the potential impacts of the proposed Project on the local street system. The existing plus ambient growth traffic volumes were combined with the 21 related project volumes to form the future (2020 and 2023) conditions. Traffic to/from the 21 related projects identified in **Section 3.0, Environmental Setting**, of this EIR, are specifically assigned to the study intersections or are captured in the ambient growth factor within the Project Study Area. A discussion of future (2020 and 2023) conditions with implementation of Phases 1, 2A, and 2B of the proposed Project is provided below.

### **Future (2020) Conditions**

#### ***Phase 1***

The traffic volumes associated with Phase 1, identified previously in **Table 4.8-7**, were added to the future without Project traffic volumes. These volumes are the sum of the existing traffic volumes, ambient growth, related Project traffic, and Project-only traffic. Detailed LOS worksheets for future (2020) conditions with Phase 1 of the proposed Project are provided in **Appendix F**.

The intersection capacity was analyzed to evaluate the V/C relationships and LOS characteristics at each study intersection. As shown in **Table 4.8-15, Future with Project Conditions (2020) Intersection Peak-Hour Levels of Service—Phase 1**, application of the City's significant impact criteria to the Future with Project scenario indicates that the Project traffic would result in increases in the V/C ratio at 17 of the 21 study intersections during at least one peak-hour period. As shown in **Table 4.8-15**, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phase 1 is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

**Table 4.8-15  
Future with Project Conditions (2020)—Phase 1  
Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Future without Project |     | Future with Project Phase 1 |     | Change in V/C | Impact |
|-----|---|-----------|------------------------|-----|-----------------------------|-----|---------------|--------|
|     |   |           | V/C                    | LOS | V/C                         | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.929                  | E   | 0.929                       | E   | 0.000         | No     |
|     |   | PM        | 1.057                  | F   | 1.057                       | F   | 0.000         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.550                  | A   | 0.551                       | A   | 0.001         | No     |
|     |   | PM        | 0.753                  | C   | 0.756                       | C   | 0.003         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.319                  | A   | 0.320                       | A   | 0.001         | No     |
|     |   | PM        | 0.501                  | A   | 0.502                       | A   | 0.001         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.833                  | D   | 0.835                       | D   | 0.002         | No     |
|     |   | PM        | 0.875                  | D   | 0.877                       | D   | 0.002         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.553                  | A   | 0.557                       | A   | 0.004         | No     |
|     |   | PM        | 0.689                  | B   | 0.693                       | B   | 0.004         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.801                  | D   | 0.801                       | D   | 0.000         | No     |
|     |   | PM        | 0.763                  | C   | 0.764                       | C   | 0.001         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.577                  | A   | 0.583                       | A   | 0.006         | No     |
|     |   | PM        | 0.617                  | B   | 0.622                       | B   | 0.005         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.364                  | A   | 0.369                       | A   | 0.005         | No     |
|     |   | PM        | 0.449                  | A   | 0.454                       | A   | 0.005         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.4                   | B   | 12.5                        | B   | 3.6%          | No     |
|     |   | PM        | 18.1                   | C   | 18.6                        | C   | 2.3%          | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.1                   | B   | 10.1                        | B   | 1.1%          | No     |
|     |   | PM        | 10.8                   | B   | 10.8                        | B   | 1.0%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.512                  | A   | 0.521                       | A   | 0.009         | No     |
|     |   | PM        | 0.600                  | A   | 0.600                       | A   | 0.000         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.590                  | A   | 0.597                       | A   | 0.007         | No     |
|     |   | PM        | 0.600                  | A   | 0.611                       | B   | 0.011         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.805                  | D   | 0.807                       | D   | 0.002         | No     |
|     |   | PM        | 0.685                  | B   | 0.686                       | B   | 0.001         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.330                  | A   | 0.335                       | A   | 0.005         | No     |
|     |   | PM        | 0.414                  | A   | 0.416                       | A   | 0.002         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.681                  | B   | 0.683                       | B   | 0.002         | No     |
|     |   | PM        | 0.628                  | B   | 0.629                       | B   | 0.001         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.726                  | C   | 0.728                       | C   | 0.002         | No     |
|     |   | PM        | 0.811                  | D   | 0.812                       | D   | 0.001         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 22.0                   | C   | 22.0                        | C   | 0.3%          | No     |
|     |   | PM        | 18.8                   | C   | 18.8                        | C   | 0.2%          | No     |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 41.7                   | E   | 41.7                        | E   | 0.2%          | No     |
|     |   | PM        | 31.7                   | D   | 31.8                        | D   | 0.1%          | No     |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.683                  | B   | 0.685                       | B   | 0.002         | No     |
|     |   | PM        | 0.780                  | C   | 0.781                       | C   | 0.001         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.631                  | B   | 0.635                       | B   | 0.004         | No     |
|     |   | PM        | 0.745                  | C   | 0.747                       | C   | 0.002         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.953                  | E   | 0.954                       | E   | 0.001         | No     |
|     |   | PM        | 0.877                  | D   | 0.879                       | D   | 0.002         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

## Future (2023) Conditions

### *Phase 2A*

The traffic volumes associated with Phases 1 and 2A, identified previously in **Table 4.8-9**, were added to the future without Project traffic volumes. These volumes are the sum of the existing traffic volumes, ambient growth, related Project traffic, and Project-only traffic. Detailed LOS worksheets for future (2023) conditions with Phases 1 and 2A are provided in **Appendix F**.

The intersection capacity was analyzed to evaluate the V/C relationships and LOS characteristics at each study intersection. As shown in **Table 4.8-16, Future with Project Conditions (2023) Intersection Peak-Hour Levels of Service—Phases 1 and 2A**, application of the City's significant impact criteria to the Future with Project scenario indicates that the Project traffic would result in increases in the V/C ratio at 1 of the 21 study intersections during at least one peak-hour period. As shown in **Table 4.8-16**, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phases 1 and 2A is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

**Table 4.8-16**  
**Future (2024) with Project Conditions—Phases 1 and 2A**  
**Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Future with Project |     |                 |     | Change in V/C | Impact |
|-----|---|-----------|---------------------|-----|-----------------|-----|---------------|--------|
|     |   |           | Future w/Project    |     | Phases 1 and 2A |     |               |        |
|     |   |           | V/C                 | LOS | V/C             | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.950               | E   | 0.951           | E   | 0.001         | No     |
|     |   | PM        | 1.080               | F   | 1.081           | F   | 0.001         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.561               | A   | 0.564           | A   | 0.003         | No     |
|     |   | PM        | 0.770               | C   | 0.773           | C   | 0.003         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.326               | A   | 0.325           | A   | -0.001        | No     |
|     |   | PM        | 0.511               | A   | 0.514           | A   | 0.003         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.850               | D   | 0.854           | D   | 0.004         | No     |
|     |   | PM        | 0.894               | D   | 0.898           | D   | 0.004         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.564               | A   | 0.571           | A   | 0.007         | No     |
|     |   | PM        | 0.708               | C   | 0.717           | C   | 0.009         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.817               | D   | 0.819           | D   | 0.002         | No     |
|     |   | PM        | 0.780               | C   | 0.781           | C   | 0.001         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.588               | A   | 0.601           | B   | 0.013         | No     |
|     |   | PM        | 0.630               | B   | 0.641           | B   | 0.011         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.371               | A   | 0.380           | A   | 0.009         | No     |
|     |   | PM        | 0.458               | A   | 0.470           | A   | 0.012         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.6                | B   | 13.0            | B   | 9.6%          | No     |
|     |   | PM        | 18.7                | C   | 20.5            | C   | 6.0%          | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.1                | B   | 10.6            | B   | 12.4%         | No     |
|     |   | PM        | 10.8                | B   | 11.1            | B   | 8.8%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.525               | A   | 0.539           | A   | 0.014         | No     |
|     |   | PM        | 0.612               | B   | 0.615           | B   | 0.003         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.601               | B   | 0.608           | B   | 0.007         | No     |
|     |   | PM        | 0.614               | B   | 0.627           | B   | 0.013         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.822               | D   | 0.826           | D   | 0.004         | No     |
|     |   | PM        | 0.700               | B   | 0.700           | B   | 0.000         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.336               | A   | 0.351           | A   | 0.015         | No     |
|     |   | PM        | 0.422               | A   | 0.436           | A   | 0.014         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.695               | B   | 0.701           | C   | 0.006         | No     |
|     |   | PM        | 0.641               | B   | 0.644           | B   | 0.003         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.741               | C   | 0.744           | C   | 0.003         | No     |
|     |   | PM        | 0.823               | D   | 0.824           | D   | 0.001         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 23.2                | C   | 23.2            | C   | 0.5%          | No     |
|     |   | PM        | 19.4                | C   | 19.7            | C   | 0.4%          | No     |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 46.8                | E   | 47.3            | E   | 0.4%          | No     |
|     |   | PM        | 34.4                | D   | 34.7            | D   | 0.3%          | No     |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.699               | B   | 0.701           | C   | 0.002         | No     |
|     |   | PM        | 0.796               | C   | 0.798           | C   | 0.002         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.645               | B   | 0.652           | B   | 0.007         | No     |
|     |   | PM        | 0.761               | C   | 0.766           | C   | 0.005         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.972               | E   | 0.976           | E   | 0.004         | No     |
|     |   | PM        | 0.895               | D   | 0.898           | D   | 0.003         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

### **Phase 2B**

The traffic volumes associated with Phases 1 and 2B, identified previously in **Table 4.8-11**, were added to the future without Project traffic volumes. These volumes are the sum of the existing traffic volumes, ambient growth, related Project traffic, and Project-only traffic. Detailed LOS worksheets for future (2023) conditions with Phases 1 and 2B are provided in **Appendix F**.

The intersection capacity was analyzed to evaluate the V/C relationships and LOS characteristics at each study intersection. As shown in **Table 4.8-17, Future with Project Conditions (2023) Intersection Peak-Hour Levels of Service—Phases 1 and 2B**, application of the City's significant impact criteria to the Future with Project scenario indicates that the Project traffic would result in increases in the V/C ratio at 3 of the 21 study intersections during at least one peak-hour period. As shown in **Table 4.8-17**, 18 of the 21 Project Study Area intersections are projected to operate at LOS D or better during weekday morning and afternoon peak periods. The remaining 3 intersections would operate at LOS E or F during at least one of the analyzed peak hours. As such, the implementation of Phases 1 and 2B is not anticipated to significantly impact any of the 21 study intersections. Impacts would be less than significant.

**Table 4.8-17**  
**Future (2023) with Project—Phases 1 and 2B**  
**Intersection Peak-Hour Levels of Service**

| No. | Intersection                                | Peak Hour | Future without Project |     | Future with Project Phases 1 and 2B |     | Change in V/C | Impact |
|-----|---|-----------|------------------------|-----|-------------------------------------|-----|---------------|--------|
|     |   |           | V/C                    | LOS | V/C                                 | LOS |               |        |
| 1   | Victory Boulevard & Magnolia Boulevard      | AM        | 0.950                  | E   | 0.953                               | E   | 0.003         | No     |
|     |   | PM        | 1.080                  | F   | 1.081                               | F   | 0.001         | No     |
| 2   | First Street & Magnolia Boulevard           | AM        | 0.561                  | A   | 0.563                               | A   | 0.002         | No     |
|     |   | PM        | 0.770                  | C   | 0.780                               | C   | 0.010         | No     |
| 3   | First Street & Orange Grove Avenue          | AM        | 0.326                  | A   | 0.337                               | A   | 0.011         | No     |
|     |   | PM        | 0.511                  | A   | 0.515                               | A   | 0.004         | No     |
| 4   | Victory Boulevard & Olive Avenue            | AM        | 0.850                  | D   | 0.853                               | D   | 0.003         | No     |
|     |   | PM        | 0.894                  | D   | 0.897                               | D   | 0.003         | No     |
| 5   | First Street & Olive Avenue                 | AM        | 0.564                  | A   | 0.583                               | A   | 0.019         | No     |
|     |   | PM        | 0.708                  | C   | 0.732                               | C   | 0.024         | No     |
| 6   | Glenoaks Boulevard & Olive Avenue           | AM        | 0.817                  | D   | 0.819                               | D   | 0.002         | No     |
|     |   | PM        | 0.780                  | C   | 0.783                               | C   | 0.003         | No     |
| 7   | Front Street & I-5 Southbound Ramps         | AM        | 0.588                  | A   | 0.599                               | A   | 0.011         | No     |
|     |   | PM        | 0.630                  | B   | 0.641                               | B   | 0.011         | No     |
| 8   | First Street & Angeleno Avenue              | AM        | 0.371                  | A   | 0.397                               | A   | 0.026         | No     |
|     |   | PM        | 0.458                  | A   | 0.473                               | A   | 0.015         | No     |
| 9   | First Street & Tujunga Avenue               | AM        | 12.6                   | B   | 15.1                                | C   | 15.8%         | No     |
|     |   | PM        | 18.7                   | C   | 21.1                                | C   | 9.2%          | No     |
| 10  | San Fernando Boulevard & Tujunga Avenue     | AM        | 10.1                   | B   | 10.5                                | B   | 9.1%          | No     |
|     |   | PM        | 10.8                   | B   | 12.9                                | B   | 6.7%          | No     |
| 11  | First Street & Verdugo Avenue               | AM        | 0.525                  | A   | 0.544                               | A   | 0.019         | No     |
|     |   | PM        | 0.612                  | B   | 0.622                               | B   | 0.010         | No     |
| 12  | San Fernando Boulevard & Verdugo Avenue     | AM        | 0.601                  | B   | 0.603                               | B   | 0.002         | No     |
|     |   | PM        | 0.614                  | B   | 0.633                               | B   | 0.019         | No     |
| 13  | Glenoaks Boulevard & Verdugo Avenue         | AM        | 0.822                  | D   | 0.835                               | D   | 0.013         | No     |
|     |   | PM        | 0.700                  | B   | 0.700                               | B   | 0.000         | No     |
| 14  | San Fernando Boulevard & Providencia Avenue | AM        | 0.336                  | A   | 0.348                               | A   | 0.012         | No     |
|     |   | PM        | 0.422                  | A   | 0.425                               | A   | 0.003         | No     |
| 15  | Glenoaks Boulevard & Providencia Avenue     | AM        | 0.695                  | B   | 0.698                               | B   | 0.003         | No     |
|     |   | PM        | 0.641                  | B   | 0.643                               | B   | 0.002         | No     |
| 16  | Lake Street & Alameda Avenue                | AM        | 0.741                  | C   | 0.743                               | C   | 0.002         | No     |
|     |   | PM        | 0.823                  | D   | 0.823                               | D   | 0.000         | No     |
| 17  | I-5 Southbound Ramps & Alameda Avenue       | AM        | 23.2                   | C   | 23.2                                | C   | 0.3%          | No     |
|     |   | PM        | 19.4                   | C   | 19.5                                | C   | 0.3%          | No     |
| 18  | I-5 Northbound Ramps & Alameda Avenue       | AM        | 46.8                   | E   | 47.0                                | E   | 0.2%          | No     |
|     |   | PM        | 34.4                   | D   | 34.8                                | D   | 0.2%          | No     |
| 19  | Flower Street & Alameda Avenue              | AM        | 0.699                  | B   | 0.700                               | B   | 0.001         | No     |
|     |   | PM        | 0.796                  | C   | 0.796                               | C   | 0.000         | No     |
| 20  | San Fernando Boulevard & Alameda Avenue     | AM        | 0.645                  | B   | 0.650                               | B   | 0.005         | No     |
|     |   | PM        | 0.761                  | C   | 0.765                               | C   | 0.004         | No     |
| 21  | Glenoaks Boulevard & Alameda Avenue         | AM        | 0.972                  | E   | 0.976                               | E   | 0.004         | No     |
|     |   | PM        | 0.895                  | D   | 0.898                               | D   | 0.003         | No     |

Source: Gibson, Transportation Consulting Inc., May 2017, included in **Appendix F**.

## Intersection Capacity

To evaluate traffic conditions in 2020, potential trips associated with the list of related projects were estimated. In addition, it was assumed that general traffic volumes in the area would increase by 1 percent per year. Based on estimated background traffic growth and the related projects, volume to capacity ratios and the corresponding LOS were calculated for each intersection for the year 2020. The Project traffic volumes were then added to the future condition to determine the V/C ratio and corresponding level of service at the analyzed intersection with the Project. The results of this analysis show that the addition of this Project would result in impacts that would be less than significant.

### 4.8.7 Other Development Scenarios

As described in **Section 2.0, Project Description**, the Development Agreement between the City and the Applicant would allow for different scenarios in which the residential or commercial components could be built on either side the Project site and in any order.

The evaluation of the proposed Project's potential traffic impacts described in this section is not substantially dependent on the placement of the structures within the site or on the sequence of phases. The types and intensity of uses on the Project site would not change, regardless of the scenario used. While a scenario that reversed the placement of the buildings would have a slightly different trip distribution than that described earlier in this section, additional analysis provided within the Traffic Study determined there would not be a change in significance of impacts.<sup>4</sup> The other development scenarios would also implement **Mitigation Measure MM TR-1** to reduce construction-related traffic impacts. Furthermore, as construction-related impacts are considered temporary, the contribution to construction-related traffic would not be cumulatively considerable regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to those described above.

### 4.8.8 Mitigation Measures

**MM TR-1 Construction Traffic Control Plan:** Prior to construction, the Applicant shall submit a construction work site traffic control plan for each phase of the proposed Project to the City of Burbank Transportation Division for review and approval. The construction work site traffic control plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties.

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<sup>4</sup> See Appendix G within the Traffic Study included as Appendix F to this Draft EIR.

#### 4.8.9 Level of Significance after Mitigation

With implementation of existing regulations and standards identified above along with **Mitigation Measure MM TR-1**, potential impacts related to transportation and traffic would be reduced to less than significant.

## 4.9 TRIBAL CULTURAL RESOURCES

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This section of the EIR addresses the potential for the proposed Project to impact Tribal Cultural Resources (TCRs) either on the Project site and within the surrounding area. This section incorporates information from Burbank2035, communication with the Native American Heritage Commission (NAHC), communication between the City and tribal representatives, and the *Cultural Resource Evaluation and Impact Assessment for the Premier at First Project, 100 East Tujunga Avenue, Burbank, Los Angeles County* report (“Cultural Report”), dated July 2016 and prepared by Statistical Research Inc. for the proposed Project. The Cultural Report is provided in **Appendix C**.

### 4.9.1 Existing Conditions

The Project site encompasses approximately 1.8 acres, bounded by South First Street to the west, East Verdugo Avenue to the east, and East Tujunga Avenue to the north. An alleyway bisects the Project site from South First Street to South San Fernando Boulevard. The Project site is located in an urban area of downtown Burbank that is developed primarily with commercial uses.

The Project site is currently developed with an existing 2-story, 47,000-square-foot office building and asphalt-paved surface parking. The proposed Project site is located in a portion of the City historically developed with industrial uses related to aviation. The prehistoric overview of the City, the history of aviation-related industrial development in the City, and the historical development of the Project site are discussed below.

### ***Cultural Setting***

#### **Regional and Local Setting**

The City is located within the San Fernando Valley of Los Angeles County, approximately 12 miles northwest of downtown Los Angeles. The Project site is situated in the eastern portion of the San Fernando Valley, between the Verdugo Mountains to the north and the eastern end of the Santa Monica Mountains to the south. The elevation of the Project site is approximately 577 feet above mean sea level, with a moderate sloping toward the south. The Project site is located within a developed area of mostly commercial use that includes a several hotels, as well as commercial buildings that support a variety of retail establishments, restaurants, and office space.

#### **Tribal Cultural Setting**

Evidence has shown that for at least a millennium prior to the arrival of the Spanish, the area now encompassing the City of Burbank was occupied by the Gabrieleno/Tongva Native Americans. The

Gabrieleno/Tongva occupied much of present day Orange and Los Angeles Counties, as well as Santa Catalina, San Clemente, and San Nicolas Islands and portions of Riverside and San Bernardino Counties. The Gabrielino/Tongva engaged in an intensive hunter-gatherer lifestyle and exploited a wide range of plant and animal resources, such as acorns, deer, yucca, and cacti in the interior of their territory to a wealth of fish and shellfish species associated with the southern California kelp beds and coastline. With the arrival of Europeans and the expansion of the California mission system, pressure to alter their lifeways increased and by 1800, most of the Gabrielino/Tongva had become missionized; had died from violence, imported illness (e.g., smallpox), or illness associated with the cramped mission dormitories (e.g., tuberculosis and dysentery); or had fled. However, people of Gabrielino/Tongva lineage continued to reside in the Los Angeles area and in 1994 the State of California recognized the tribe as the aboriginal tribe of the Los Angeles Basin.

Other tribes with historic connection to the area include the Fernandeno/Tataviam, whose historic territory is centered in the San Fernando valley; the Serranos who historically inhabited mountain and desert areas to east; the Luiseño to the south; and the Chumash, who resided along the coast to the northwest

## 4.9.2 Regulatory Framework

### Assembly Bill 52

Assembly Bill (AB) 52, signed by Governor Jerry Brown in 2014, defined TCRs as distinct from other forms of cultural resources and established a formal consultation process as part of CEQA for California Native American tribes to identify potential significant impacts to TCRs .

AB 52 added Section 21074 to the Public Resources Code to contain the following definition of TCRs :

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this

paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 amended Public Resources Code Sections 21080.3.1 and 21080.3.2 with requirements for public agencies to consult with tribes that are traditionally and culturally affiliated with the geographic area of a proposed project for the purpose of evaluating a project's potential impacts to TCRs. Specifically, a lead agency must notify tribes of a project and begin consultation if so requested prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report.

### **State Health and Safety Code**

If human remains are encountered unexpectedly during implementation of a project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the project Applicant, inspect the site of the discovery of the Native American remains and may recommend means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the project Applicant to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the immediate vicinity must be secured according to generally accepted cultural or archaeological standards or practices. The area must not be damaged or disturbed by further development activity until the Applicant has discussed and conferred with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The descendants of the remains must be consulted regarding the descendants' preferences for treatment.

Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the project Applicant or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of PRC Section 5097.94, if invoked, fails to provide reasonable treatment the human remains and items associated with Native American human remains must be interred with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

## Burbank 2035 General Plan

The Plan Realization Element of the City’s General Plan includes programs to guide the implementation of the plan. Land Use Program 4 (LU-4) outlines actions to “reduce impacts to both known and as-yet-unknown historical resources within Burbank.”<sup>1</sup> One of these actions is:

- “Require assessment by a qualified archeologist for projects subject to CEQA involving ground disturbing activities on previously undisturbed land to identify the potential to encounter buried historical resources (as defined in State CEQA Guidelines Section 15064.5). If the assessment determines that buried resources may be present, the City shall require preparation and implementation of a treatment plan outlining measures for monitoring, data recovery, and/or handling inadvertent discoveries.”

### 4.9.3 Methodology

The amendments to Public Resources Code Sections 21080.3.1 and 21080.3.2 that resulted from AB 52 require lead agencies to notify tribes that are traditionally and culturally affiliated with the geographic area of a proposed project and have requested to be notified. The tribes have 30 days within which to respond and request further consultation.

In July 2015, the Fernandeano Tataviam Band of Mission Indians requested to be notified of all projects in the City of Burbank. As such, in September 2015, the City sent notification of the Project to the Fernandeano Tataviam Band of Mission Indians, which at the time was the only tribe to have requested notification. A response was received in September 2015.

In December 2016, the Gabrieleño tribe contacted the City to request to be notified of projects within the City. As a result, notification of the Project was sent to the Gabrieleño tribe. No response was received.

In addition, as part of the Cultural Resource Evaluation and Impact Assessment, the cultural and historic context of the site was researched; South Central Coast Information Center records search was conducted; a request was made to the Native American Heritage Commission to search the Sacred Lands File; and in April 2016 correspondence was sent to representatives of the Gabrieleno and Luiseño tribes. Both tribes responded with requests for Native American Monitors during ground disturbance, though the Luiseño tribe deferred to the Gabrieleno because the latter is closer to the Project.

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1 City of Burbank, Burbank 2035 Final EIR, page 6-4

#### 4.9.4 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, Appendix G of the State CEQA Guidelines lists the following thresholds, under which a project may be deemed to have a significant impact on TCRs if it would:

**Threshold:** **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

#### 4.9.5 Project Impact Analysis

Based on the findings of the Cultural Resource Evaluation and Impact Assessment, discussed in **Section 4.3** of this DEIR, the existing structure and features on the site are not considered cultural resources as defined by Public Resources Code Section 5024.1.

Correspondence with the Native American Heritage commission and with the Fernandeño Tataviam Band of Mission Indians, Gabrieleno Band of Mission Indians, and Soba Band of Luiseno Indians likewise did not identify any known cultural resources on or in the immediate vicinity of the site.

Although no known TCRs exist on the site, the presence of previously unknown buried cultural artifacts is possible. Construction of the Project would involve excavation of up to 42 feet in depth. This has the potential to disturb, unearth, or otherwise impact buried cultural artifacts. The significance of such artifacts cannot be determined until unearthed. As such, impacts could be significant. Therefore, **Mitigation Measure MM TCR-1** is included below.

#### 4.9.6 Cumulative Impacts

As discussed above, no known TCRs are present on or adjacent to the site. While resources could be encountered during excavation, the mitigation measures described herein reduce the significance of the potential impacts. Likewise, other related projects would be subject to review for potential impacts to TCRs. As such, the proposed Project would not considerably contribute to potential significant cumulative impacts on TCRs .

#### 4.8.7 Other Development Scenarios

As described in **Section 2.0, Project Description**, the Development Agreement between the City and the Applicant would allow for different scenarios with respect to how the residential or commercial component could be built on the Project site and in any order. The evaluation of potential impacts to TCRs is not dependent upon the location or sequence of construction on the Project site. Both the proposed residential building and the proposed nonresidential (hotel or office) building would involve excavation for three levels of underground parking. As such, the impact on previously unknown buried cultural artifacts would be the same regardless of the placement or timing of the phases. The other development scenarios would also implement **Mitigation Measure MM TCR-1** to reduce impacts on unidentified TCRs during construction. Therefore, impacts under a different development scenario would be equivalent to those described above.

#### 4.9.8 Mitigation Measures

In accordance with Program LU-4 of Burbank 2035 General Plan, the Project shall incorporate the following mitigation:

- MM-TCR-1:** A qualified principal archaeologist meeting the Secretary of the Interior’s Qualification Standards for Archeology shall be retained prior to the start of excavation. This archaeologist shall prepare and implement a monitoring plan to reduce potential Project effects on unanticipated cultural resources unearthed during construction. The plan should include the professional qualifications required of key staff; monitoring protocols; provisions for evaluating and treating sites discovered during ground-disturbing activities; and reporting requirements. The monitoring protocols could include the following:
1. Prior to construction in any given area, the principal archaeologist shall evaluate the extent to which construction activities have the potential to unearth cultural resources.

2. Activities with a high potential for unearthing cultural resources shall be monitored continuously during ground-disturbing activities. Areas with a moderate potential shall be monitored on a part-time basis. Areas with a low potential shall be monitored on a periodic basis. Areas evaluated as having no potential require no monitoring. The principal archaeologist shall be empowered to change the status rating of any given area, based on field observations.
3. If cultural resources that may be eligible for listing in the CRHR are discovered during construction, all ground-disturbing activities in the immediate vicinity of the find shall be halted until it can be evaluated by the principal archaeologist. If the find is recommended eligible by the principal archaeologist, the Project Applicant and City of Burbank shall be notified and a treatment plan developed and implemented to reduce Project effects on the newly discovered resource to a less than significant level. The principal archaeologist with the concurrence of the City shall determine when construction activities can resume.
4. If cultural resources discovered during construction are identified by the principal archeologist as Native American in origin, the City shall notify the tribal representatives of the Gabrieleño Band of Mission Indians—Kizh Nation and Fernandeño Tataviam Band of Mission Indians, and the treatment plan shall be developed and implemented in consultation with the tribal representatives.

#### 4.9.9 Level of Significance after Mitigation

With regulatory compliance and implementation of **Mitigation Measure MM TCR-1**, any potential impacts on TCRs would be less than significant.

## 4.10 UTILITIES AND SERVICE SYSTEMS

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This section of the EIR evaluates the potential environmental impacts of the proposed Project related to utilities and service systems, including water, wastewater, solid waste, and energy sources. The analysis describes the existing conditions and infrastructure, estimates the demand associated with the proposed Project, and assesses whether there is sufficient capacity to meet the proposed Project demand. This section also addresses the infrastructure capacity and demand associated with energy consumption of the proposed Project and energy conservation measures included in the proposed Project to reduce wasteful, inefficient, and unnecessary consumption of energy, as consistent with Appendix F, Energy Conservation, of the CEQA Guidelines.

### 4.10.1 Existing Conditions

#### **Water**

The South Coast Hydrologic Region uses imported water, water transfers, conservation, captured surface water, groundwater, recycled water, and desalination to meet consumer demand. Water is imported to the South Coast region from three major sources: the Sacramento–San Joaquin Delta via the State Water Project (SWP), the Colorado River via the Colorado River Aqueduct (CRA), and the Owens Valley/Mono Basin via the Los Angeles Aqueducts. Local agencies have emphasized diversification of water sources given the level of uncertainty about future water supply from the Delta and Colorado River.

The South Coast region contains hundreds of water supply agencies. From 1972 to 2007, the Metropolitan Water District of Southern California (MWD), the largest recipient of imported water in the region, imported an average of 703,000 acre-feet per year (afy) from the SWP and 680,000 afy or more from the CRA (depending on the availability of surplus water). Metropolitan wholesales the water to a consortium of 26 cities including Burbank, water districts, and a county authority that in total serves nearly 18 million people residing in the South Coast.

In the City of Burbank, including the Project site, water is supplied by the Burbank Water and Power (BWP) Water Division. BWP provides potable water, water for fire protection purposes, and recycled water to more than 26,000 service connections within the City. BWP received 32 percent of its treated potable water from MWD supplies during the 2015 calendar year. Burbank has five potable water connections to the MWD system, with a maximum rated capacity of 115 cubic feet per second (51,610 gallons per minute).<sup>1</sup> BWP's water supplies are supplemented locally from groundwater wells drawing from the San Fernando Groundwater Basin, which accounts for the remaining 68 percent of the City's water supply.

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1 Burbank Water and Power, Water Division, *2015 Urban Water Management Plan [UWMP]*, (June 2016).

BWP's demand for treated MWD water has decreased over the years. In 2010, BWP used approximately 4,765 acre-feet (af) of treated water from MWD and supplemented its potable supply with an additional 10,277 af from groundwater supplies. In addition, BWP is required to purchase additional untreated water from MWD to replenish local groundwater supplies. The City recently completed a new MWD connection in 2010 to deliver untreated imported water to the existing Pacoima and Lopez spreading grounds in the north San Fernando Valley for groundwater replenishment. In 2015, the City purchased 7,350 af.

Although localized areas exist where groundwater levels have risen or remained relatively constant, in general groundwater storage in the San Fernando Basin has been steadily declining since the early 1980s because of heavy pumping, limited artificial recharge, and low precipitation. The San Fernando Basin is estimated to have approximately 3.2 million af of total groundwater storage capacity. The native safe yield, defined as the portion of safe yield derived from native waters, is 43,660 afy. The safe yield, which additionally includes return flows from imported waters, is 90,680 afy. The Los Angeles Regional Water Quality Control Board (RWQCB) derived a regulatory storage requirement of 360,000 af for the San Fernando Basin, spanning the interval of 210,000 af above and 150,000 af below the amount of water in storage in 1954 (2.99 million af). Despite the heavy rains of the 2004–2005 water year, the storage volume at the end of water year 2004–2005 was about 113,000 af below the lowest level of the regulatory storage requirement.

Burbank does not have groundwater rights to any native (derived from precipitation) water in the San Fernando, Sylmar, Verdugo, or Eagle Rock basins, per the final judgment in Superior Court Case No. 650079.<sup>2</sup> The City of Los Angeles has sole rights to native groundwater in the San Fernando basin, which underlies the City of Burbank. However, according to the judgment, Burbank has a right to import return water in the amount of 20 percent of all water delivered. This means that 20 percent of water delivered within Burbank's service area is considered to be returned to the groundwater by percolation and is credited to the City, including imported water, groundwater, recycled water (except power plant), and the irrigation water pumped from private wells by Valhalla Cemetery. Import return water not extracted in a given water year will carry over as a water credit for future years. The City can also purchase untreated MWD water for groundwater replenishment through spreading to increase its stored water credits.

Capacity and reliability of the groundwater supply depends on the safe yield capacity of the aquifer, the physical well and pump capacity, treatment capacity, and water rights. Aquifer capacity is not an issue for Burbank because it lacks water rights for native groundwater extraction, and the basin is managed to stay within the established safe yield. According to the UWMP, even a three-year drought would not reduce

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2 Superior Court of the State of California for the County of Los Angeles. 1979. "Final Judgment Superior Court Case 650079, Annex to the Urban Water Management Plan" January.

the amount of groundwater the City can extract within the limits of the treatment plants. The City also has more well capacity than it has water rights or treatment capacity. The lack of water for groundwater replenishment during a drought could limit the City's groundwater pumping. The City has plans to maintain a reserve of 10,000 af in groundwater credits for use during a prolonged drought. This would allow three years of normal extraction without replenishment, assuming the purchase of 4,200 afy of physical solution water from the Los Angeles Department of Water and Power (LADWP), as permitted under Superior Court Case No. 650079. In the event that the reserved water is used, the City would need to negotiate the purchase of additional groundwater from the LADWP.

Recycled water has been used in the City for decades for landscaping irrigation along the Interstate 5 (I-5) freeway and at parks, the DeBell Golf Course, schools, and several commercial complexes, as well as for industrial use, fire suppression, and commercial HVAC systems. Recycled water is also used at Burbank Landfill and at Magnolia Power Plant. Wastewater is treated at the Burbank Water Reclamation Plant (BWRP), with a design capacity of 12.5 million gallons per day (mgd) and an average daily flow of 8.5 mgd.<sup>3</sup> Recycled water is delivered to users via a separate recycled potable water system from the standard water delivery infrastructure. Overall, the Magnolia Power Plant uses approximately 1.2 mgd per year (1,350 afy). In 2015, 2,463 af of recycled water was delivered to customers. The 2015 UWMP estimates that a total of 3,047 afy (2.72 mgd) of recycled water will be in use throughout the City by BWP power plants and other users, with another 2,000 afy delivered to LADWP by 2040.<sup>4</sup>

BWP's potable water distribution system is made up of pipelines ranging in size from 1.5 to 30 inches in diameter, along with 8 groundwater wells, 35 booster pumps, and 21 storage tanks and reservoirs.<sup>5</sup> The tanks and reservoirs range in capacity from 13,500 gallons to 25 million gallons, with a total storage capacity of 60 million gallons. Daily water demands in Burbank are subject to wide fluctuations as a result of many factors, including climate, rainfall, and economic conditions, making this large amount of storage capacity necessary. The storage capacity is large enough to allow for short interruptions (1 to 3 days at average flow) in the water supply.

Water use in Burbank is strictly for urban uses, including residential, commercial, and governmental uses; water is not provided for agricultural uses. In 2015, residential uses created the vast majority of the City's water demand, at 73.7 percent of the total water demand, followed by commercial uses (24.2 percent), City departments (1.9 percent), fire protection (0.04 percent), and temporary water uses (0.14 percent).

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3 Burbank Water and Power, Water Division, 2015 UWMP (June 2016).

4 Burbank Water and Power, Water Division, 2015 UWMP (June 2016).

5 Burbank Water and Power, Water Division, 2015 UWMP (June 2016).

Water deliveries during 2015 totaled 15,042 af. Despite population increases, daily water demands have decreased since 1970, largely as a result of water-conserving pumping measures.

According to the UWMP, BWP anticipates that the largest amount of growth in water demand in its service area to be in the commercial sector, as a result of intensification of commercial land use downtown and an increase in mixed-use development along major transportation corridors. In addition, BWP anticipates that future residential development will be predominantly multi-family, resulting in intensification of land uses and increased populations on the same amount of land.

Existing potable water service at the Project site consists of one 6-inch fire service, and one 2-inch domestic service from the 6-inch main on Tujunga Avenue. There is also a 1-inch domestic service from the 8-inch main on Verdugo Avenue. The 6-inch BWP line then transitions to a 10-inch BWP line that runs perpendicular along South First Street. Other existing water lines adjacent to the Project site include an 8-inch BWP line beneath East Verdugo Avenue that transitions to the 10-inch BWP line beneath South First Street, then within 40 feet transitions back to an 8-inch line.

### **Wastewater**

Sanitary sewer services within the City are owned and operated by the City's Public Works Department (PWD). Wastewater generated within the Project area, including the Project site, is treated at the BWRP. The City's wastewater collection and conveyance infrastructure includes 230 miles of underground wastewater pipelines located throughout the City, conveying flows to the BWRP.<sup>6</sup> Pipelines range in diameter from 8 to 30 inches and primarily consist of vitrified clay pipe, although more than 80 percent of the pipelines are 8 inches in diameter.<sup>7</sup> In addition to the pipelines and associated manholes, the City owns and operates two wastewater pump stations, the Mariposa Pump Station, and the Beachwood Pump Station. Both pump stations are located in the southeastern portion of the City. Under normal conditions, flows from the southeastern portion of the City flow to the Mariposa Pump Station, located at the corner of Mariposa Avenue and Riverside Drive. When necessary, discharges from the Mariposa Pump Station are directed to a gravity sewer main in Mariposa Street, which terminates at the North Outfall Sewer (NOS). In normal conditions, discharges from the Mariposa Pump Station are directed to the Beachwood Pump Station, where they are ultimately pumped to the BWRP. The Mariposa Pump Station has an available capacity of 1.3 mgd.

Flows from the remainder of the southeastern portion of the City are sent directly to the newly rehabilitated Beachwood/Sparks Pump Station, located at Beachwood and Riverside Drives. The

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6 City of Burbank, *Burbank 2035 General Plan, "Land Use Element"* (February 2013).

7 City of Burbank, *Burbank 2035 General Plan, EIR, Appendix A: Technical Background Report* (February 2013).

Beachwood/Sparks Pump Station also receives flows from the southwestern and northeastern quadrants of the City, in addition to pumped flows from the Mariposa Pump Station. Flows from the Beachwood/Sparks Pump Station are pumped via the newly constructed force main. The flows first travel west onto Riverside Drive and then head north up Sparks Street until they intersect with Chandler Boulevard, where the force main turns east and flows to the BWRP. The Beachwood/Sparks Pump Station has a capacity of 7.2 mgd. Existing average dry weather flows to the Beachwood/Sparks Pump station are approximately 6.42 mgd, and peak wet weather flows (i.e., peak flows during storm events) are 17.07 mgd.

A Sewer System Evaluation and Capacity Assurance Plan (SSECAP) was prepared for the City in 2009 estimated that future average dry weather flows to the previous Beachwood Pump Station would be 7.1 mgd.<sup>8</sup> Although the previous facility had an available capacity of 7.2 mgd, the study determined that the facility would not be able to accommodate peak wet weather flows (i.e., peak flows during storm events), which were estimated to be 18.34 mgd in 2025. The plan also found that peak wet weather flows (i.e., peak flows during storm events) in 2025 to the Mariposa Pump Station would be 1.33 mgd, which narrowly exceeds the 1.3 mgd of available capacity at that facility. As a result, the newly installed Beachwood/Sparks Pump Station was constructed to replace the old Beachwood Pump Station.

Once flows are transported from both the gravity mains and the force main/pump stations to the BWRP, the wastewater flows are treated to tertiary-level standards. The BWRP has been treating 8.5 mgd to 9 mgd on average. However, the BWRP completed the installation of an equalization basin (EQ basin) in late 2010, which now gives the plant a treatment capacity of 12.5 mgd. Approximately 5.5 mgd of untreated wastewater flows directly via gravity to BWRP from the northern portion of the City, with the Beachwood/Sparks Pumping Station sending 3 mgd to 3.5 mgd to the BWRP. Thus, the Beachwood/Sparks Pump Station is not utilized to its full capacity.

Sludge from BWRP is conveyed out of the City via the NOS, a 48-inch pipeline owned and operated by the City of Los Angeles. The NOS also directly collects some wastewater flows in the northern portion of the City that do not flow to the BWRP. Approximately 1 mgd of City wastewater flows directly to the NOS. Discharges from the Mariposa Pump Station can also be directed to the NOS. Wastewater not treated within the City is treated at the Hyperion Treatment Plant, owned and operated by the City of Los Angeles.

A recent evaluation of Burbank's wastewater collection system showed that overall, the condition of the system is considered to be good. However, portions of Burbank's wastewater system were installed

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8 City of Burbank Public Works Department, Sewer System Management Plan, April 2009, available at: <http://www.burbankca.gov/home/showdocument?id=23943>.

around 1911, while other portions have been more recently improved. Older portions of the system may be nearing or have reached their useful life, which may indicate the need for upgrades. In general, the infrastructure within the mid-eastern portion of the City is the oldest, while the infrastructure in the hills in the northeastern portion of the City is the newest, and therefore the last priority for upgrades.

An inflow and infiltration (I/I) study of the City's wastewater pipelines, which monitored 25 areas located throughout the City showed that there was minimal response to three wet weather events. The rainfall-dependent I/I values showed that less than 1.5 percent of net rainfall penetrated the infrastructure system, and most areas had less than 0.5 percent of leakage. Typically, the guideline is that pipeline systems with less than 5 percent of rainfall leakage are considered a tight system. Based on this guideline, the study determined that the City's wastewater system is adequate and that the City should focus on pipeline capacity improvements.

As a result of flow metering and sewer capacity analyses, the City has determined that there are capacity deficiencies associated with the lines along Cedar and Providencia Avenues. The City is implementing Phase 1 of an improvement plan to install a new pipe parallel to the existing one and within the proposed new First Street. In Phase 2 of the improvement plan, the new pipe alignment will continue under the railroad and the I-5 freeway until it reaches the existing inverted siphon at the Burbank Western Channel. Phase 1 is under construction. Design and permitting for Phase 2 is expected to be completed by 2018, with construction immediately following with likely completion by 2020.

The SSECAP anticipated that redevelopment activity would be expected to have the greatest impact on future wastewater infrastructure needs, since there is very little vacant land in Burbank for major development projects.

The Project site is occupied by a two-story office building and related surface parking, which comprise approximately 93,800 gross square feet.

The Project site is served by an 8-inch sewer line that runs beneath the alley from a manhole adjacent to South San Fernando Avenue down to a manhole adjacent to South First Street south of the site. Other existing sewer lines adjacent to the Project site include an 8-inch sewer line that runs beneath East Verdugo Avenue from a manhole adjacent to South San Fernando Avenue to the south passed South First Street, and an 8-inch sewer line that runs southeast beneath South First Street.

### ***Solid Waste***

The City's PWD provides solid waste collection, recycling, and green waste services for single-family residences and multi-family residences with four or fewer units. Businesses and larger multi-family residences can use City solid waste and recycling services as well, or hire a private waste collection and

hauling company. Overall, the City provides solid waste collection services to 50 percent of the multi-family residences and 10 percent of businesses located within the City.<sup>9</sup>

The City owns and operates the Burbank Landfill, located in the Verdugo Hills at the eastern edge of the planning area. The facility is located on 86 acres, 48 of which are used for disposal. The landfill has a maximum permitted capacity of 5,933,365 cubic yards and has a remaining capacity of 5,174,362 cubic yards (approximately 87 percent of the maximum permitted capacity).<sup>10</sup> The maximum permitted throughput is 240 tons per day. Burbank Landfill has an expected closure date of January 1, 2053.<sup>11</sup> Residential trash collected by the City is disposed of at this facility. Solid waste collected by private waste haulers, which typically provide municipal solid waste disposal service to multi-family residential units and commercial users, can be transported to any number of landfills, although the City has little control over which landfills private haulers may contract with to collect solid waste.

Solid waste generated in the City in 2015 was hauled to 16 landfills and waste processing facilities that have a combined remaining capacity of 919,314,615 cubic yards.<sup>12</sup> The City generated approximately 88,000 tons of solid waste in 2015, with approximately 37 percent of that waste hauled to the Burbank Landfill. Multifamily residential waste is estimated to account for approximately 7 percent of the City's total waste generation, while hotel and office waste is estimated to account for approximately 0.5 percent and 19 percent of all solid waste, respectively.<sup>13</sup> In addition, the City also owns the Burbank Recycle Center, which houses a materials recovery facility and buyback/drop-off center. The facility also provides a used oil center, composting information, and a learning center. The Burbank Recycle Center is a private/public partnership with Burbank Recycling Inc., which collects and diverts wastes that contribute to the Burbank Landfill capacity. These facilities will help the City reach the Statewide goal of 75 percent solid waste to generated be source reduced, recycled, or composted by year 2020.

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9 City of Burbank, Department of Public Works, Street and Solid Waste Division, <http://www.burbankca.gov/departments/public-works/street-and-sanitation>. Accessed October 2016.

10 CalRecycle, "Facility/Site Summary Details: Burbank Landfill Site No. 3 (19-AA-0040)," <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0040/Detail/>. Accessed October 2016.

11 CalRecycle, "Facility/Site Summary Details: Burbank Landfill Site No. 3 (19-AA-0040)," <http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0040/Detail/>. Accessed October 2016.

12 CalRecycle, "Disposal Reporting System: Jurisdiction Disposal and Alternative Daily Cover Tons by Facility," <http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>. Accessed October 2016.

13 CalRecycle, Solid Waste Characterization Home, <https://www2.calrecycle.ca.gov/WasteCharacterization/>. Accessed October 2016.

## **Energy**

### **Electricity**

Burbank Water and Power (BWP), a not-for-profit organization owned by the citizens of Burbank, provides electricity to the City, including the Project site. BWP maintains a large network of distribution infrastructure throughout the area, which includes electric stations, transmission lines, distribution lines, and transformers.

According to the California Energy Commission, the BWP consumed approximately 1,132 million kilowatts per hour (kWh) of electricity in 2014.<sup>14</sup> In addition to nonrenewable sources such as coal and natural gas, BWP obtains electricity from various renewable energy sources, including solar, hydroelectric, wind, geothermal, and nuclear energy. In 2007, Burbank was the first city in the country to commit to using 33 percent renewable energy by year 2020.<sup>15</sup> The average annual electricity demand growth in California from 2016 to 2026 is expected to range from 0.52 to 1.20 percent, while peak annual electricity demand growth is expected to range from 1.01 to 1.45 percent.<sup>16</sup>

In 2020, BWP forecasts a 50 percent probability of an annual peak demand of 305 MW and a 10 percent chance that the peak will be higher than 320 MW. Electricity from BWP's power generation sources is delivered to consumers over a transmission system including approximately 6,000 distribution transformers, ranging from 25 kilovolt amperes (kVA) pole top transformers to 2,500 kVA pad-mounted transformers. BWP owns and operates two power plants—the Olive Power Plant and the Lake One Power Plant—and holds a 31 percent share of the Magnolia Power Plant, which is a Southern California Public Power Authority project.<sup>17</sup>

### **Natural Gas**

After electricity, natural gas is a primary energy source in the region. The Southern California Gas Company (SoCalGas) provides natural gas service to the City and is the nation's largest natural gas utility provider

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14 California Energy Commission, California Energy Consumption Database, <http://www.ecdms.energy.ca.gov/>. Accessed October 2016.

15 City of Burbank, Burbank Water and Power, <https://www.burbankwaterandpower.com/electric/power-sources>. Accessed October 2016.

16 California Energy Commission, 2015 Integrated Energy Policy Report, 4–5, [http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN206330\\_20151012T134153\\_2015\\_Draft\\_Integrated\\_Energy\\_Policy\\_Report.pdf](http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN206330_20151012T134153_2015_Draft_Integrated_Energy_Policy_Report.pdf). Accessed October 2016.

17 City of Burbank, Burbank Water and Power, 2006 Integrated Resource Plan—Electric System (July 2006).

with more than 21.6 million consumers in over 500 communities.<sup>18</sup> The SoCalGas service area covers most of central and southern California (20,000 square miles in total).

In 2015, approximately 934,035 million cubic feet of natural gas was consumed in Southern California, or approximately 2,559 million cubic feet of natural gas per day. SoCalGas projects a total natural gas demand decline at an annual rate of 0.6 percent from 2016 to 2035. The projected decline is a result of modest economic growth, California Public Utilities Commission (CPUC)-mandated energy efficiency standards and programs, renewable energy goals, the decline in commercial and industrial demand, and conservation strategies. In 2020, Southern California is projected to have a supply of 2,558 million cubic feet of natural gas per day.<sup>19</sup>

Most of California's natural gas supply comes from out of the State. In 2012, California consumers received 9 percent of their natural gas from basins that are located within the State.<sup>20</sup> The remaining 81 percent is obtained from sources outside of the State: 35 percent from the southwest, 16 percent from Canada, and 40 percent from the Rocky Mountains. According to the California Energy Commission, in 2014 the County of Los Angeles consumed approximately 285,686 million cubic feet of natural gas.<sup>21</sup>

### **Petroleum-Based Fuels**

According to the California Energy Commission (CEC), transportation accounts for nearly 40 percent of California's total energy consumption and approximately 37 percent of the State's greenhouse gas (GHG) emissions. In 2015, California consumed 651,133,000 barrels (more than 27 billion gallons, at 42 gallons per barrel) of petroleum for transportation.<sup>22</sup> Incentive programs, such as the CEC's Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), are helping the State to reduce its dependency on gasoline. For example, the ARFVTP is predicted to displace approximately 313.5 million gallons of gasoline and diesel by year 2025.<sup>23</sup> Several regulations adopted by California to reduce GHG emissions have the added benefit of reducing the State's demand on petroleum-based fuels by requiring reductions in vehicle miles traveled (VMT) and by reducing the carbon intensity of transportation fuels.

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18 Southern California Gas Company, "Company Profile," <http://www.socalgas.com/about-us/company-info.shtml>. Accessed October 2016.

19 California Gas and Electric Utilities, *2016 California Gas Report*, <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>. Accessed October 2016.

20 California Public Utilities Commission, Natural Gas and California, [http://www.cpuc.ca.gov/natural\\_gas/](http://www.cpuc.ca.gov/natural_gas/). Accessed October 2016.

21 California Energy Commission, *California Energy Consumption Database*, <http://www.ecdms.energy.ca.gov/>. Accessed October 2016.

22 US Energy Information Administration, Independent Statistics & Analysis, "Table F15: Total Petroleum Consumption Estimates, 2014," [https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep\\_fuel/html/fuel\\_use\\_pa.html&sid=US](https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US).

23 California Energy Commission, *2016–2017 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program*, draft staff report, CEC-600-2014-014-SD (October 2015). Available at <http://www.energy.ca.gov/2015publications/CEC-600-2015-014/CEC-600-2015-014-SD.pdf>.

The vehicle fleet in southern California has continued to evolve toward more efficient energy usage. Through electric and hybrid vehicles, the proportion of petroleum-based energy used in transportation is declining in the State.

## 4.10.2 Regulatory Framework

### *Water*

#### **California Drought Update**

On January 17, 2014, Governor Jerry Brown issued a Drought Declaration and requested a voluntary 20 percent reduction in urban water use Statewide. At that same time, he also directed the State Board to adopt Emergency Regulations. As a result, on July 15, 2014, the State Board adopted Emergency Regulations for Statewide Urban Water Conservation. They became effective on July 28, 2014, and were documented in Title 23, Sections 863–865, of the California Code of Regulations.

To combat California's fourth consecutive year of drought, Governor Brown, on April 1, 2015, issued an Executive Order for mandatory Statewide water reductions to reduce water usage by 25 percent by February 28, 2016.<sup>24</sup> In the Executive Order, the Governor uses his authority to direct local water agencies to increase enforcement over wasteful use and to invest in new technologies that will make California more drought resilient.

The Governor's order directs the State Board to implement mandatory water reductions in cities and towns across California to reduce water usage by 25 percent compared to the amount used in 2013. The Executive Order establishes several provisions for water saving and increased enforcement against wasteful water use:

- The State Board shall impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage, compared to amount used in 2013, through February 28, 2016;
- The Department of Water Resources (DWR) shall lead a statewide initiative to replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes;
- The California Energy Commission, jointly with the Department of the Water Board, shall implement a time-limited statewide appliance rebate program to replace inefficient household devices;
- The State Board shall impose restrictions to require that commercial, industrial, and institutional properties implement water efficiency measures to reduce potable water usage;

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24 CCR, Executive Order B-29-15 (April 1, 2015).

- The State Board shall prohibit irrigation with potable water of ornamental turf on public street medians;
- The State Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems; and
- The State Board shall require urban water suppliers to provide monthly information on water usage, conservation, and enforcement on a permanent basis.

### **California Water Conservation Bill (Senate Bill X7-7)**

The Water Conservation Bill, enacted in 2009, set an overall goal of reducing per capita urban water use in the State by 20 percent by December 31, 2020. The State is required make incremental progress toward this goal by reducing per capita water use by at least 10 percent by December 31, 2015. The bill requires urban water suppliers to reduce per capita water use 20 percent by 2020. Urban water suppliers are required to establish water conservation targets for the years 2015 and 2020. Urban retail water suppliers are directed to include in their water management plans the baseline daily per capita water use, water use targets, interim water use targets, and compliance daily per capita water use.

### **Senate Bill 610**

Senate Bill (SB) 610 requires water providers, in this instance the City, to demonstrate that sufficient and reliable supplies are available to serve large-scale developments prior to the completion of the environmental review process and approval of such large-scale projects.

Under SB 610, it is the responsibility of the water service provider to prepare a Water Supply Assessment for any project defined by Section 10912 of the Water Code that is subject to the California Environmental Quality Act (CEQA). Section 10912 of the Water Code defines a project as any or all of the following:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A proposed industrial, manufacturing or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor space

- A proposed mixed-use project that includes one or more of the previously listed projects
- A proposed project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project

The proposed Project is not subject to the requirements of SB 610 since the proposed Project does not include development of any of the categories above.

### **Senate Bill 221**

SB 221 also addresses water supply in the land use planning process and focuses on new residential subdivisions in nonurban areas. SB 221 requires that written verification from the water service provider be submitted indicating sufficient water supply is available to serve a proposed subdivision, or the local agency shall make a specified finding that sufficient water supplies are or will be available prior to completion of a project. SB 221 specifically applies to residential subdivisions of 500 units or more. In addition, Government Code Section 66473.7(i) exempts “any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses, or housing projects that are exclusively for very low and low-income households.”

The proposed Project does not propose development of 500 or more dwelling units and the Project site is located within an urbanized area. Therefore, the proposed Project is not subject to the requirements of SB 221.

### **Urban Water Management Act**

The California Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Sections 10610–10656) requires that all public water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre feet per year (AFY) of water, adopt an Urban Water Management Plan (UWMP). An UWMP is intended to forecast future water demand and supply under normal and dry conditions. The UWMP must include a description of existing and planned sources of water available to the water supplier; conservation efforts to reduce water demand; alternative sources of water; assessment of reliability and vulnerability of water supply; and water shortage contingency analysis. It must be updated every five years and submitted to the Department of Water Resources (DWR) for review.

The Urban Water Management Planning Act has been modified several times in response to the water shortages, droughts, and other factors. The Water Conservation Act of 2009 amended the Urban Water Management Planning Act to call for a Statewide reduction of 20 percent in urban water use by the year

2020. An amendment in 2014 requires water suppliers to provide narrative descriptions of their water demand management measures and account for system water losses.

### **California Code of Regulations**

Title 24, Part 5 of the California Code of Regulations (CCR), establishes the California Plumbing Code (last updated in 2013) which became effective January 1, 2014. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. Accordingly, the maximum flow rate for showerheads is 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi). The maximum flow rate for lavatory faucets is 1.5 gpm at 60 psi. In addition, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush and urinals are limited to 0.5 gallon per flush. In addition, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial prerinse spray valves.

Title 24, Part 11 of the CCR establishes planning and design standards for sustainable site development energy efficiency, water conservation, material conservation, and internal air contaminants. These provisions became effective January 1, 2011.

### **Burbank2035 General Plan**

Burbank2035 includes numerous goals, policies, and programs that direct future growth and development within the City. The Open Space and Conservation Element addresses preservation of renewable and non-renewable natural resources and managed production of resources, such as water supply. The Open Space and Conservation Element contains the following applicable goals and policies regarding water resources:

- Goal 9:** Adequate sources of high-quality water provide for various uses within Burbank.
- Policy 9.1:** Meet the goal of a 20 percent reduction in municipal water use by 2020.
- Policy 9.2:** Provide public information regarding the importance of water conservation and avoiding wasteful water habits.
- Policy 9.3:** Offer incentives for water conservation and explore other water conservation programs.
- Policy 9.4:** Pursue infrastructure improvements that would expand communitywide use of recycled water.
- Policy 9.5:** Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.

### **Burbank Water and Power Urban Water Management Plan**

Burbank Water and Power (BWP) is an “urban water supplier” as defined by Section 10617 of the California Water Code and required to complete an Urban Water Management Plan (UWMP). The Burbank UWMP was adopted in June 2016.<sup>25</sup> The UWMP serves as:

- A long-range planning document for water supply;
- Source data for development of a regional water plan;
- A source document for cities and counties as they prepare their General Plans; and
- A key component to Integrated Regional Water Management Plans.

The UWMP provided estimates for population, water demand, and water supply with projections in five-year increments to 2040. The Burbank UWMP concluded that the City would not be short any critical water during the 25-year planning period.

### **City of Burbank Sustainable Use Ordinance**

The City of Burbank passed the Sustainable Use Ordinance in 2008 to implement voluntary and mandatory conservation measures to reduce water use to conserve the water supply.<sup>26</sup> Water use restrictions are implemented in four stages and increase in severity of voluntary to mandated measures based on drought levels. Stage I, consisting of all voluntary measures, took effect immediately on the effective date of the ordinance. Stages II, III, and IV consist of mandatory measures and require subsequent action of the City Council.

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25 Burbank Water and Power, Water Division, *2015 UWMP* (June 2016).

26 City of Burbank, Burbank Water and Power, Sustainable Water Use Ordinance, [https://www.burbankwaterandpower.com/images/marketing\\_conservation/downloads/Sustainable\\_Water\\_Use\\_Ordinance\\_2016.pdf](https://www.burbankwaterandpower.com/images/marketing_conservation/downloads/Sustainable_Water_Use_Ordinance_2016.pdf). Accessed October 2016.

## **Wastewater**

### **Clean Water Act**

The objective of the Federal Water Pollution Control Act,<sup>27</sup> commonly referred to as the Clean Water Act, is to restore and maintain the chemical, physical, and biological integrity of the nation's waters and maintain the integrity of wetlands. The Clean Water Act seeks to regulate point and nonpoint pollution sources, providing assistance to publicly owned treatment works (commonly known as wastewater treatment plants owned by a governmental agency for the improvement of wastewater treatment).

Furthermore, the National Pollutant Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act. The State Water Resources Control Board (SWRCB) and the nine regional water quality control boards (RWQCBs) administer NPDES to regulate and monitor discharged waters and to ensure they meet water quality standards.

### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) was enacted in 1969 by the State of California and includes provisions to address requirements of the Clean Water Act.<sup>28</sup> The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. The SWRCB and the RWQCBs are the principal State agencies with primary responsibility for the coordination and control of water quality. Porter-Cologne grants the RWQCBs authority to implement and enforce water quality laws, regulations, policies, and plans to protect the State's groundwater and surface waters.

On May 2, 2006, the SWRCB adopted the Statewide General Waste Discharge Requirements for publicly owned sanitary sewer systems with greater than 1 mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in California. Under the Statewide General Waste Discharge Requirements, the owners of such systems must comply with the following requirements: (1) acquire an online account from the SWRCB and report all sanitary sewer overflows online; and (2) develop and implement a written Sewer System Management Plan (SSMP) to control and mitigate sanitary sewer overflows and make it available to any member of the public upon request in writing.

SSMP requirements are modeled on proposed federal capacity, management, operations, and maintenance plans. The SSMP policy requires dischargers to provide adequate capacity in the sewer collection system, take feasible steps to stop sewer overflows, identify and prioritize system deficiencies,

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27 Federal Water Pollution Control Act (Clean Water Act), 33 USC sec. 1251–1387 (October 18, 1972, as amended).

28 California Water Code, Sections 13000 et seq.

and develop a plan for disposal of grease, among other requirements. In addition, wastewater providers must now report sanitary sewer overflows to the Los Angeles Regional Water Quality Control Board, must keep internal records of these overflows, and must produce an annual report on overflows. Overflows from laterals on private property, if caused by an owner, are not required to be reported.

### **California Code of Regulations**

The California Water Code requires the Department of Health Services (DHS) to establish water reclamation criteria. In 1975, the DHS prepared Title 22 to fulfill this requirement. Title 22 regulates production and use of recycled water in California by establishing three categories of recycled water:

- primary effluent, which typically includes grit removal and initial sedimentation or settling tanks;
- adequately disinfected, oxidized effluent (secondary effluent), which typically involves aeration and additional settling basins; and
- adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent), which typically involves filtration and chlorination.

In addition to defining recycled water uses, Title 22 also defines requirements for sampling and analysis of effluent and requires specific design requirements for plants.

Title 24, Part 5 of the CCR, establishes the California Plumbing Code (last updated in 2013) which became effective January 1, 2014. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. Accordingly, the maximum flow rate for showerheads is 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi). The maximum flow rate for lavatory faucets is 1.5 gpm at 60 psi. In addition, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush and urinals are limited to 0.5 gallon per flush. In addition, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial prerinse spray valves.

Title 24, Part 11 of the CCR establishes planning and design standards for sustainable site development energy efficiency, water conservation, material conservation, and internal air contaminants. These provisions became effective January 1, 2011

### **Sewer System Management Plan**

In compliance with SWRCB Order No. 2006-0003-DWQ, the City has adopted a Sewer System Management Plan to control and mitigate sanitary sewer overflows and make it available to any member

of the public upon request in writing.<sup>29</sup> Upon implementation of the SSMP, the City shall (1) properly fund, manage, maintain, and operate its sanitary sewer systems to prevent sanitary sewer overflows; (2) construct and maintain the collection system using trained staff (and/or contractors) possessing adequate knowledge, skills, and abilities, as demonstrated through a validated program; and (3) fully comply with SWRCB Order No. 2006-0003-DWQ.

### **Sewer System Evaluation and Capacity Assurance Plan**

The City had a Sewer System Evaluation and Capacity Assurance Plan (SSECAP) prepared in 2006.<sup>30</sup> The SSECAP directs the City to develop a dynamic hydraulic modeling package for infrastructure planning that is compatible with the City's existing wastewater data model. The SSECAP also identifies areas of future study that are cost-effective and technically feasible to address both potential capacity and operational constraints and are coordinated with other improvement projects. The plan contains the following key objectives:

- Properly fund, manage, operate, and maintain all parts of the wastewater collection system;
- Provide adequate capacity to convey peak sewer flows;
- Minimize the frequency of sanitary sewer overflows (SSOs); and
- Construct and maintain the collection system using trained staff (and/or contractors) possessing adequate knowledge, skills, and abilities as demonstrated through a validated program.

### **Burbank Municipal Code**

The Burbank Municipal Code (BMC) (Title 8, Chapter 1, Article 10) describes the City's stormwater and runoff pollution control requirements. This code enables the City to comply with all applicable State and federal laws, including the Clean Water Act and the general pretreatment regulations.

### **Solid Waste**

#### **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act (RCRA) is the nation's primary law governing the disposal of solid and hazardous waste. The RCRA set national goals for reducing the amount of waste generated and for ensuring that wastes are managed in an environmentally sound manner. The Solid Waste Program encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and

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29 City of Burbank Public Works Department, Sewer System Management Plan (April 2009), available at: <http://www.burbankca.gov/home/showdocument?id=23943>.

30 City of Burbank Public Works Department (2006).

municipal solid waste, sets criteria for municipal solid waste landfills, and prohibits the open dumping of solid waste. RCRA regulations encourage source reduction and recycling and promote the safe disposal of municipal waste.

### **California Integrated Waste Management Act of 1989 (AB 939)**

In response to reduced landfill capacities, the State of California passed Assembly Bill (AB) 939, the California Integrated Waste Management Act, in 1989. This legislation requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. AB 939 also established the California Integrated Waste Management Board (CIWMB), the State agency designated to oversee, manage, and track California's solid waste generation each year. AB 939 requires jurisdictions to maintain 50 percent waste diversion. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible." AB 939 requires jurisdictions to utilize "integrated waste management," which includes a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment.

### **CalRecycle**

CalRecycle is the State of California department concerned with the State's recycling and waste reduction efforts, including the implementation of AB 939. Officially known as the Department of Resource Recycling and Recovery, CalRecycle is a part of the California Natural Resources Agency and administers programs formerly managed by the California Integrated Waste Management Board and Division of Recycling.

### **California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327)**

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional buildings; marinas; or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The sizes of these storage areas are to be determined by the appropriate jurisdictions' ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance shall take effect. The City passed such an ordinance in 1997.

### **Assembly Bill 341**

AB 341, which took effect on July 1, 2012, was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 makes "a legislative declaration that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020." AB 431 requires a business, defined to include a commercial or public entity that generates more than 4 cubic yards of commercial solid waste per week or a multifamily residential dwelling of 5 units or

more to arrange for recycling services. Such business/residential development must (1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate collection of the recyclables; and (2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

### **Construction and Demolition Waste Materials Diversion Requirements (SB 1374)**

Construction and Demolition Waste Materials Diversion Requirements passed in 2002 added Section 42912 to the California Public Resources Code. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also requires that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills.

### **Zero Waste California**

Zero Waste California is a State program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste. Zero waste provides that wasting resources is inefficient and that the efficient use of natural resources should be achieved. The concept requires maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

### **California Green Building Standards Code (CALGreen)**

Effective January 1, 2017, the State's Green Building Code<sup>31</sup> requires developers of newly constructed buildings to develop a waste management plan to divert 60 percent of the construction waste generated by project construction. Builders or developers are required to submit a construction waste management plan to the appropriate jurisdiction's enforcement agency. The City has adopted the 2016 CALGreen Code as part of its Municipal Code.<sup>32</sup>

### **County of Los Angeles Integrated Waste Management Plan**

The County of Los Angeles Integrated Waste Management Plan (CoIWMP), approved by the CIWMB in June 1999, is a set of planning documents that sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The CoIWMP recognizes that landfills will remain an integral part of the County's solid waste

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31 California Code of Regulations, California Green Building Code, tit. 24, pt. 11.

32 Burbank Municipal Code, tit. 9, ch. 1, art. 10, div. 1, Adoption of 2016 California Green Building Standards Code.

management system in the foreseeable future and ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939. The CoIWMP includes approaches such as source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The plan concludes that landfill disposal will remain an integral part of the waste management system and calls for the establishment of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County.

The County continually evaluates landfill needs and capacity through the preparation of the CoIWMP annual reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed, in part, by determining the available landfill capacity. Landfill capacity is determined by several factors, including: (1) the expiration of various landfill permits (e.g., land use permits, waste discharge requirements permits, solid waste facilities permits, and air quality permits); (2) restrictions to accept waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints. The most recent annual report is the 2012 report, completed in August 2013.

As part of the CoIWMP, the County prepared the Countywide Siting Element, which identifies goals, policies, and strategies for the proper planning and siting of solid waste disposal and transformation facilities for the next 15 years. The Siting Element was approved by CalRecycle in June 1998. The County is currently updating the Siting Element to reflect remaining landfill disposal capacities and the County's current strategy for maintaining adequate disposal capacities. The updated Siting Element is anticipated to be submitted to CalRecycle in 2016.<sup>33</sup>

### **Burbank Municipal Code**

BMC Title 4, Chapter 2, Article 1, Solid Waste Management, sets forth policy and guidelines for the City's comprehensive program for solid waste management. As the City operates and manages its own solid waste collection, the Municipal Code establishes the requirements for collection and disposal of solid waste as well as recycling programs and other rules related to solid waste management.

## ***Energy***

### **Senate Bill 1389**

SB 1389 requires the development of an integrated plan for electricity, natural gas, and transportation fuels.<sup>34</sup> The California Energy Commission must adopt and transmit to the Governor and Legislature an

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33 County of Los Angeles, Countywide Integrated Waste Management Plan: 2012 Annual Report (August 2013).

34 California Public Resources Code Sections 25300–25323.

Integrated Energy Policy Report every two years. The most recently completed report, the 2015 Integrated Energy Policy Report, addresses the State's "loading order," reduction of demand response, renewable energy, electricity system, progress toward its 2050 GHG reduction goals, natural gas supplies, and the transportation sector's contribution toward the State's GHG emissions.<sup>35</sup>

### **Assembly Bill 32, California Global Warming Solutions Act of 2006**

In September 2006, Governor Arnold Schwarzenegger signed AB 32. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. To achieve these goals, AB 32 tasked the California Public Utilities Commission and California Energy Commission with providing information, analysis, and recommendations to the California Air Resources Board (CARB) on ways to reduce GHG emissions in the electricity and natural gas utility sectors.

### **California Energy Commission**

The California Energy Commission (CEC) was created as the State's principal energy planning organization in 1974. The CEC is responsible for implementing seven core responsibilities, including advancing State energy policy (i.e. Integrated Energy Policy Report), achieving energy efficiency, investing in energy innovation, developing renewable energy, transforming transportation, certifying thermal power plants, and preparing for energy emergencies.

### **California Public Utilities Commission**

The CPUC regulates investor-owned electric and natural gas utilities operating in California, including the Southern California Gas Company. The purpose of the CPUC is to serve the public interest by protecting consumers and ensuring the provision of safe, reliable utilities service and infrastructure at reasonable rates, with a commitment to environmental enhancement.<sup>36</sup>

### **California Energy Action Plan**

The California Energy Action Plan was developed jointly by the CPUC and the CEC, with active participation from other State agencies having energy-related responsibilities. The plan establishes energy efficiency as the resource of first choice for meeting California's energy needs (i.e., energy efficiency is at the "top of the loading order"). On September 21, 2005, the commissions adopted Energy Action Plan II. Among other directives, Energy Action Plan II directs the Energy Commission to adopt new building standards for

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35 California Energy Commission, 2015 Integrated Energy Policy Report, [http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN206330\\_20151012T134153\\_2015\\_Draft\\_Integrated\\_Energy\\_Policy\\_Report.pdf](http://docketpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN206330_20151012T134153_2015_Draft_Integrated_Energy_Policy_Report.pdf). Accessed October 2016.

36 State of California, *California Public Utilities Commission*, <http://www.cpuc.ca.gov/puc/>. Accessed October 2016.

implementation in 2008 that include new energy efficiency measures, cost-effective demand-response technologies (such as programmable communicating thermostats) and the integration of photovoltaic systems. These standards, as previously discussed, have been adopted and incorporated into the California Energy Code, and took effect on August 1, 2009.

### **California Renewable Electricity Standard**

Governor Schwarzenegger directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the State's load serving entities to meet a 33 percent renewable energy target by 2020.<sup>37</sup> ARB may consider different approaches that would achieve the objectives of the Executive Order. This could include increasing the target and accelerating and expanding the time frame based on a thorough assessment of technical feasibility, system reliability, cost, GHG emissions, environmental protection, and other relevant factors. The Executive Order commits ARB staff to work with the CPUC, the CEC, the California Independent System Operators and others in the development of the regulation.

CARB adopted a regulation raising California's Renewable Energy Portfolio Standard requiring the State's load serving entities to meet a 33 percent renewable energy target by the year 2020 on September 23, 2010.<sup>38</sup>

### **California Energy Code (Title 24)**

The California Energy Code provides energy building regulations for all residential and nonresidential occupied buildings.<sup>39</sup> The efficiency standards apply to new construction and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permitting process. Local government agencies may adopt and enforce energy standards for new buildings, provided that standards meet or exceed though in Title 24 regulations.

### **California Green Building Standards Code (CALGreen)**

As noted previously CALGreen went into effect on January 1, 2017, with the affected energy provisions taking effect on January 1, 2017. The 2016 CALGreen Code contains mandatory measures for residential and nonresidential development related to site development; water use; weather resistance and moisture development; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; outdoor air quality; and electric vehicle

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37 State of California, Governor's Office, Executive Order S-21-09 (September 15, 2009).

38 California Air Resources Board, "Renewable Electricity Standard," <http://www.arb.ca.gov/energy/res/res.htm>.

39 California Code of Regulations, California Energy Code, tit. 24, pt. 6.

charging requirements. As noted below, the City of Burbank has adopted the 2016 CALGreen Code as part of its Municipal Code.

### **Burbank2035 General Plan**

Burbank2035 includes numerous goals, policies, and programs that direct future growth and development within the City. The Open Space and Conservation Element addresses preservation of renewable and non-renewable natural resources and managed production of resources, such as energy. The Open Space and Conservation Element contains the following applicable goals and policies regarding energy resources:

**Goal 10:** Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption.

**Policy 10.1:** Incorporate energy conservation strategies in City projects.

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

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

**Policy 10.5:** Promote technologies that reduce use of non-renewable energy resources.

**Policy 10.6:** Support private sources of sustainable, environmentally friendly energy supplies.

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

### **City of Burbank Energy Efficiency Standards**

In November 2010, the City of Burbank adopted the 2010 Edition of the California Green Building Standards Code (CALGreen Code, California Code of Regulations, Title 24 Part 11) as the Green Building Code of the City. The City has since adopted each subsequent update of the CALGreen Code. The Green Building Code is set forth in BMC Title 9, Chapter 1, Article 10. The Green Building Code mandates new requirements for planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and installer and special inspector qualifications.

### 4.10.3 Methodology

#### **Water**

This evaluation of the proposed Project's sources of water demand quantities is based predominantly on the BWP's 2015 UWMP, as well as on the Water Infrastructure and Demand Analysis,<sup>40</sup> included in **Appendix H**. The projected water demand was estimated with the City's wastewater loading factors with the assumption that wastewater generation is 90 percent of water demand.

#### **Wastewater**

The analysis evaluates the existing sewer conveyance system and calculates the anticipates the wastewater flows to be generated by the proposed Project using information gathered from the City's SSMP, a sewer capacity analysis (SCA) the City prepared for the proposed Project, and the Wastewater Analysis<sup>41</sup> as provided in **Appendix H**. Using the City's PWD Sewer Design Guidelines, the analysis developed a daily wastewater generation based on the mix of uses proposed by the Project. These flows, in a peak-wet weather scenario were used to determine whether the amount of wastewater that would be generated by the proposed Project would be considered significant impacts on the City's wastewater treatment facilities and existing sewer infrastructure or would exceed the existing or planned capacity of the BWRP.

#### **Solid Waste**

Information regarding the current intake and total capacity of the landfills currently serving the City was gathered to determine if the facilities could accommodate solid waste generated by the proposed Project. Analysis was conducted using solid waste generation rates provided by CalRecycle to determine generation of solid waste by the proposed Project. Impacts on solid waste would be considered potentially significant if the proposed Project would generate solid waste that would exceed the total maximum permitted allowance of landfills currently serving the City.

#### **Energy**

The proposed Project's estimated electricity demand is based upon calculations prepared by the Applicant. The proposed Project's estimated natural gas demand is based upon natural gas consumption factors developed by the South Coast Air Quality Management District (SCAQMD).<sup>42</sup> The proposed

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40 KPFF Consulting Engineers, *The Premier on First Mixed Use Project—Water Infrastructure and Demand Analysis* (September 9, 2016).

41 KPFF Consulting Engineers, *The Premier on First Mixed Use Project—Wastewater Analysis* (September 9, 2016).

42 South Coast Air Quality Management District, *California Environmental Quality Act Air Quality Handbook* (1993), Appendix 9, Table A9-11-A.

Project’s energy consumption is analyzed relative to the BWP’s and SoCalGas’s existing energy consumption, as well as planned energy forecasts.

#### 4.10.4 Thresholds of Significance

To assist in determining whether a project would have a significant effect on the environment, the State CEQA guidelines identify criteria and conditions that may be deemed to constitute a substantial adverse change in physical conditions. Specifically, Appendix G of the State CEQA Guidelines lists thresholds, under which a project may be deemed to have a significant impact on water, wastewater and solid waste systems if it would:

##### ***Water***

**Threshold:** Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Threshold:** Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?

##### ***Wastewater***

**Threshold:** Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Threshold:** 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?

##### ***Solid Waste***

**Threshold:** Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?

## ***Energy***

**Threshold:** Conflict with adopted energy conservation plans?

**Threshold:** Use non-renewable resources in a wasteful and inefficient manner?

Topics that were determined to be less than significant or have no impact through the analysis found within the Initial Study (see **Appendix A**) do not require further analysis in the EIR. Please refer to **Section 6.1, Effects Found Not to Be Significant** for an evaluation of these topics.

### **4.10.5 Project Impact Analysis**

## ***Water***

### ***Construction***

A short-term demand for water would occur during Project construction, primarily in association with dust control, concrete mixing, truck cleanout, cleaning of equipment, and other related activities. These activities would occur incrementally throughout the estimated 4-year construction period for both Phases 1 and 2A or 2B and would be temporary in nature. Water consumption rates for construction-related activities are estimated to be approximately 0.89 af per acre. Collectively for both Project phases, the grading activities would occur on approximately 1.8 acres. As such, construction watering would require a total of approximately 1.6 af of water over the 4 years of construction on the Project site, or approximately 0.4 af of water each year of construction. This represents a marginal amount of the estimated water supply projected by BWP. Additionally, fugitive dust watering is provided by private purveyors and not provided by on-site water sources. Water used for dust suppression would be sprayed from water trucks, which would be filled with recycled water before being transported to the Project site, thus further reducing the proposed Project's demand for water during construction. Overall, construction activities would require minimal water consumption and would not be expected to have an adverse impact on available water supplies or the existing water distribution system. Given that BWP has adequate supply to accommodate the anticipated water demand during construction, the impact of the demolition, site preparation, and construction phases of the proposed Project on water supplies would be less than significant.

### ***Phase 1***

Phase 1 of the proposed Project involves the construction of 154 residential dwelling units and approximately 10,606 square feet of ground floor retail uses. Existing 6- and 10-inch BWP water lines are located beneath East Tujunga Avenue, South First Street, and East Verdugo Avenue. The Phase 1 development would connect a new 6-inch connection to the existing 8-inch BWP line beneath East Verdugo Avenue. Water demand from Phase 1 is estimated to be 34,279 gallons per day (gpd), which

equates to approximately 38 acre feet per year (afy) or 0.13 percent of Burbank's current annual water supply. Phase 1 would incorporate various low impact development (LID) interior and exterior plumbing fixtures, landscaping that requires minimal irrigation, use of recycled water where feasible, and the retention of on-site stormwater. Implementation of Phase 1 would be consistent with the water efficient goals and policies as established in the BWP's 2015 UWMP and Burbank2035. As such, Phase 1 of the proposed Project would not require the construction of new water treatment facilities or the expansion of existing facilities which would cause significant environmental impacts. Accordingly, impacts would be less than significant.

### **Phase 2A**

Phase 2A of the proposed Project involves the construction of 230 hotel rooms and ancillary restaurant and banquet uses, approximately 1,200 square feet of ground floor retail uses, and approximately 4,700 square feet of ground floor restaurant uses. In accordance with the City's design standards, the Phase 2A development would utilize the 6-inch water line connection that currently serve the Project site. Water demand from Phase 2A is estimated to be 26,713 gpd, which equates to approximately 30 acre feet per year (afy) or 0.11 percent of Burbank's current annual water supply. Phase 2A would incorporate various LID interior and exterior plumbing fixtures, landscaping that requires minimal irrigation, use of recycled water where feasible, and the retention of on-site stormwater. Implementation of Phase 2A would be consistent with the various water efficient goals and policies as established in the BWP's 2015 UWMP and Burbank2035. As such, Phase 2A of the proposed Project would not require the construction of new water treatment facilities or the expansion of existing facilities which would cause significant environmental impacts. Impacts would be less than significant.

### **Phase 2B**

Phase 2B of the proposed Project involves the construction of 158,000 square feet of office uses and approximately 14,000 square feet of ground floor retail space. In accordance with the City's design standards, the Phase 2B development would utilize the 6-inch water line connections that currently serve the Project site. Water demand from Phase 2B is estimated to be 23,040 gpd, which equates to approximately 26 acre feet per year (afy) or 0.09 percent of Burbank's current annual water supply. Phase 2A would incorporate various LID interior and exterior plumbing fixtures, landscaping that requires minimal irrigation, use of recycled water where feasible, and the retention of on-site stormwater. Implementation of Phase 2A would be consistent with the various water efficient goals and policies as established in the BWP's 2015 UWMP and Burbank2035. As such, Phase 2A of the proposed Project would not require the construction of new water treatment facilities or the expansion of existing facilities which would cause significant environmental impacts. Impacts would be less than significant.

## **Wastewater**

### **Phase 1**

Phase 1 of the proposed Project involves the construction of 154 residential dwelling units and approximately 10,606 square feet of ground floor retail uses. Wastewater generation from Phase 1 is estimated to be 30,851 gpd, well within the existing capacity of the BWRP. Therefore, impacts to treatment capacity are not significant.

As noted previously, an SCA for the proposed Project has been performed by the PWD. The SCA revealed approximately 4,000 feet of existing sewer mains as deficient in capacity along the tributary sewer reaches serving the property. The Applicant shall be assessed sewer facility charges, and, if applicable, its share of the capital costs for any necessary sewer system upgrades by the Burbank PWD toward minor upgrades in connecting lines. As noted above, the City is implementing an improvement plan to address deficiencies. Until these improvements have been completed, there would be deficient conveyance capacity. As such, impacts on the wastewater conveyance system are potentially significant. Phase 2A

Phase 2A of the proposed Project involves the construction of 230 hotel rooms and ancillary restaurant and banquet uses, approximately 1,200 square feet of ground floor retail uses, and approximately 4,700 square feet of ground floor restaurant uses. Wastewater generation from Phase 2A is estimated to be 24,042 gpd, well within the existing capacity of the BWRP. Therefore, impacts to treatment capacity are not significant.

As mentioned previously, the SCA for the proposed Project revealed approximately 4,000 feet of existing sewer mains as deficient in capacity along the tributary sewer reaches serving the property. The Applicant shall be assessed sewer facility charges by the Burbank PWD toward minor upgrades in connecting lines. As noted above, the City is implementing an improvement plan to address deficiencies. Until these improvements have been completed, there would be deficient conveyance capacity. As such, impacts on the wastewater conveyance system are potentially significant.

### **Phase 2B**

Phase 2B of the proposed Project involves the construction of 158,000 square feet of office uses and approximately 14,000 square feet of ground floor retail space. Wastewater generation from Phase 2B is estimated to be 20,736 gpd, well within the existing capacity of the BWRP. Therefore, impacts to treatment capacity are not significant.

As mentioned previously, the SCA for the proposed Project revealed approximately 4,000 feet of existing sewer mains as deficient in capacity along the tributary sewer reaches serving the property. The Applicant shall be assessed sewer facility charges by the Burbank PWD toward minor upgrades in connecting lines.

As noted above, the City is implementing an improvement plan to address deficiencies. Until these improvements have been completed, there would be deficient conveyance capacity. As such, impacts on the wastewater conveyance system are potentially significant.

## ***Solid Waste***

### ***Construction***

The proposed Project would generate construction debris as the result of removal of existing uses on the site. The proposed Project would also generate soil disposal as a result of excavation. Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities. Construction and demolition waste would likely be disposed of at the County's Azusa Land Reclamation landfill or one of the State-permitted Inert Debris Engineered Fill Operation facilities. Alternatively, exported soil could be trucked to landfills and used as a daily cover, which would not count against the permitted waste disposal capacity. The County's inert fill landfills would have adequate capacity to accommodate Project-generated inert waste, and construction impacts relative to solid waste would be less than significant.

### ***Operation***

The estimated solid waste generation for the proposed Project is shown in **Table 4.10-1, Project Operational Solid Waste Generation**. These estimates do not take into account the amount of solid waste that could potentially be diverted in source reduction and recycling programs within the City. As described in the most recent County Waste Management Annual Report, future disposal needs over the current planning horizon can be adequately met through the use of in-County and out-of-County facilities as well as waste stream reduction strategies. The proposed Project includes design provisions that respond to public goals that address reductions in waste generation and the resulting waste stream. The proposed Project would be designed to comply with the City's Building Code, which builds upon standards incorporated in CALGreen. Based on the above, Project-generated waste would not exacerbate the estimated landfill capacity requirements or alter the ability of the County to address landfill needs via existing capacity and other options for increasing capacity. Therefore, impacts on solid waste disposal from Project operations would be less than significant.

**Table 4.10-1  
Project Operational Solid Waste Generation**

| Use                   | Quantity        | Generation Rate <sup>a</sup> | Waste Generated (lb/day) | Waste Generated (tons/year) |
|-----------------------|-----------------|------------------------------|--------------------------|-----------------------------|
| <b>Phase 1</b>        |                 |                              |                          |                             |
| Residential           | 154 units       | 4/du                         | 616                      | 112                         |
| Commercial            | 10,600 sq. ft.  | 5/1000 sq. ft.               | 53                       | 10                          |
| <b>Phase 1 Total</b>  |                 |                              | <b>669</b>               | <b>122</b>                  |
| <b>Phase 2A</b>       |                 |                              |                          |                             |
| Hotel                 | 230 rooms       | 2/room                       | 460                      | 84                          |
| Commercial            | 5,900 sq. ft.   | 5/1000 sq. ft.               | 30                       | 5                           |
| <b>Phase 2A Total</b> |                 |                              | <b>490</b>               | <b>89</b>                   |
| <b>Phase 2B</b>       |                 |                              |                          |                             |
| Office                | 158,000 sq. ft. | 6/1,000 sq. ft.              | 948                      | 173                         |
| Commercial            | 14,000 sq. ft.  | 5/1000 sq. ft.               | 70                       | 13                          |
| <b>Phase 2B Total</b> |                 |                              | <b>1018</b>              | <b>186</b>                  |

Source: CalRecycle, Estimated Solid Waste Generation and Disposal Rates, <http://www.calrecycle.ca.gov/wastechar/wastegenrates/>, accessed December 2016.

Notes: sq. ft. = square feet; lb = pounds.

## Energy

### Phase 1

Electrical services would be provided throughout Phase 1 of the proposed Project for lighting; residential cooking, refrigeration, and other appliances; retail uses; building services such as elevators and HVAC equipment; pool equipment; and electric vehicle charging stations. To support the electrical needs of the proposed Project, pad-mounted transformers would be installed in the northwest corner of the site. In addition, mechanical space within the building would house switchgear and a backup generator. Smart meters would be located on the second, fifth, and eighth levels. Total electrical load is estimated at 3.474 kW. Natural gas would also be provided for use in water heating.

### Phase 2A

Electrical services would be provided throughout Phase 2A of the proposed Project for lighting; cooking, refrigeration, and other appliances; retail uses; building services such as elevators and HVAC equipment;

pool equipment; and electric vehicle charging stations. To support the electrical needs of the proposed Project, pad-mounted transformers would be installed in the northeast corner of the site. In addition, mechanical space within the building would house switchgear and a backup generator. Total electrical load is estimated at 1,624 kW. Natural gas would also be provided for use in water heating.

### ***Phase 2B***

Electrical services would be provided throughout Phase 2B of the proposed Project for lighting; retail uses; building services such as elevators and HVAC equipment; and electric vehicle charging stations. To support the electrical needs of the proposed Project, pad-mounted transformers would be installed in the northwest corner of the site. In addition, mechanical space within the building would house switchgear and a backup generator. Total electrical load is estimated at 2,202 kW. Natural gas would also be provided for use in water heating.

## **4.10.6 Cumulative Impacts**

### ***Water***

Burbank Water and Power forecasts its water needs through forecasted growth projections. The proposed Project does not represent a considerable deviation from the projections forecast for planning purposes. As such, the proposed Project would not have a considerable contribution to significant cumulative impacts.

### ***Wastewater***

The City of Burbank forecasts its wastewater capacity needs through growth projections. The proposed Project does not represent a considerable deviation from the projections forecast for planning purposes. As such, the proposed Project would not have a considerable contribution to significant cumulative impacts on wastewater treatment capacity. However, the City is implementing an improvement plan to address deficiencies in the conveyance system. Until these improvements have been completed, there would be deficient conveyance capacity to accommodate the cumulative level of development in the City. Therefore, impacts on the wastewater conveyance system are potentially significant.

### ***Solid Waste***

The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County to help meet long-term needs and maintain adequate capacity. This effort uses forecasted growth projections to estimate and accommodate future need. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon is extended by one year, thereby providing sufficient lead time for the County to address any future shortfalls in landfill capacity. The proposed Project does not represent a considerable deviation

from the projections forecast for planning purposes. As such, the proposed Project would not have a considerable contribution to significant cumulative impacts.

## **Energy**

The proposed Project is one of a number of projects within the area. The cumulative growth in the region would increase the amount of electricity and natural gas that is demanded and consumed. It is expected that other new projects in the local area would replace existing, outdated structures with those featuring new energy conservation features and would comply with Title 24 of the California Code of Regulations, CALGreen, and the City's Energy Efficient Standards. As such, the general trend would be a reduction in wasteful, inefficient, or unnecessary consumption of energy. As stated above, the Project itself would result in minimal changes in overall energy demand. As a mixed-use, transit-oriented development, the Project would not make a considerable contribution to the cumulative regional demand for petroleum-based transportation fuels. The vehicle fleet in southern California has continued to evolve toward more efficient energy usage with the growth in adoption of electric vehicles. The proposed Project would support this trend through the provision of electric vehicle charging stations. As such, the proposed Project would not make a considerable contribution to cumulative energy impacts.

### **4.10.7 Other Development Scenarios**

As described in **Section 2.0, Project Description**, the Development Agreement between the City and the Applicant would allow multiple scenarios with respect to how the residential and commercial components could be built on the Project site. Regardless of the order or placement of the phases, the design, scale, and type of proposed uses would be the same as was evaluated above. Therefore, impacts to utilities and service systems under different development scenarios would be equivalent to those described above.

### **4.10.8 Mitigation Measures**

As discussed above, due to identified capacity deficiencies in the wastewater conveyance system, the proposed Project could have significant impacts in that the wastewater treatment provider may not have adequate capacity to serve the proposed Project. As such, mitigation is warranted. The City is currently implementing an improvement plan to address the capacity deficiency with completion likely by 2020. Therefore, the following mitigation measure shall be incorporated into the proposed Project:

**MM WW-1:** The proposed uses shall not be occupied until after the construction of Phase 2 of the Providencia Relief Sewer Project is complete.

#### 4.10.9 Level of Significance after Mitigation

With implementation of **Mitigation Measure MM WW-1**, potential wastewater impacts would be less than significant.

## 5.0 ALTERNATIVES

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### 5.1 INTRODUCTION

Section 15126.6, of the California Environmental Quality Act (CEQA) Guidelines provides the following framework for the formulation and analysis of alternatives in an environmental impact report (EIR):

*An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a Project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible.*

The CEQA Guidelines require the analysis of a “No Project” alternative, and the identification of the “environmental superior alternative.” The guidelines state: “If the environmentally superior alternative is the ‘no project alternative’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The analysis of environmental effects of alternatives need not be as thorough or detailed as the analysis of the project itself. Rather, the CEQA Guidelines, Section 15126.6(d) states that the EIR shall include “sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.”

### 5.2 SELECTION OF ALTERNATIVES

The range of alternatives required within an EIR is governed by the “rule of reason,” under CEQA Guidelines, Section 15126.6(f), which requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. An EIR need not consider an alternative with an unlikely or speculative potential for implementation or an alternative that would result in effects that cannot be reasonably ascertained.

Alternatives should be considered that avoid or substantially lessen the significant effects of the Project. As described previously in this EIR, the Project could have significant impacts related to cultural resources, geologic hazards, noise, traffic, Tribal Cultural Resources (TCRs) resulting from construction. In addition, significant air quality exposure risks could occur from the Project’s proximity to the freeway, and the Project would impact an existing deficiency in the capacity of the wastewater conveyance system.

In addition, reasonable alternatives should attain most of the basic objectives of the project. As listed in **Section 2.0, Project Description**, the objectives of the proposed Project include:

- Contribute to the vitality of Downtown Burbank by bringing new residents and employees that would support local businesses.
- Help meet Citywide housing demand through the provision of new, quality living options in Burbank.
- Assist in fulfilling the goal stated in the City's General Plan Housing Element of providing mixed-use development in Downtown Burbank.
- Create an architectural landmark that contributes to creating a sense of place for Downtown Burbank.
- Create a streetscape that encourages pedestrian activity by providing commercial street frontage with storefronts and widened sidewalks to create convenient and comfortable pedestrian linkages to the Metrolink station and activate the sidewalk appeal for pedestrians and other passers-by.
- Enhance the value of the site and economic vitality of the City of Burbank through the creation of a redevelopment project at an existing underutilized site that is responsive to market demands.
- Contribute to the economic health of the City through development of an economically viable Project that would generate new construction, provide new jobs, house new residents to support local businesses, and provide additional long-term revenues for the City.
- Provide employment opportunities for residents of Burbank and the surrounding area.
- Achieve a reasonable rate of return on the investment in the proposed Project.
- Approve a flexible development program to allow for the Project to evolve in response to economic conditions

The following alternatives were identified for consideration:

1. No Project Alternative
2. Reduced Development Alternative
3. Phase 1 Only (Residential)
4. Phase 2A Only (Hotel)
5. Phase 2B Only (Office)

## 5.3 EVALUATION OF ALTERNATIVES

### ***Alternative 1: No Project Alternative***

#### **Description of Alternative**

Section 15126.6(e) of the CEQA Guidelines states: “the No Project/No Build Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Accordingly, the No Project Alternative assumes that no new development would occur within the Project site and the existing structures, systems and uses would remain.

#### **Comparative Impacts of Alternative**

##### ***Aesthetics***

With the No Project Alternative, the existing visual character of the site would remain unchanged. Given that the change in the visual character of the site and the surrounding area that would result from the proposed Project was determined to be not significant, neither this alternative nor the proposed Project would result in any significant aesthetic impact.

##### ***Air Quality***

Under the No Project Alternative, no construction activities or construction related vehicle trips would occur and the short-term emissions related to construction activities would be avoided. In addition, emissions generated by the operation of the Project would also be avoided. Air quality emission would continue to be generated by the existing uses on the Project site. When compared with the proposed Project, impacts would be reduced. Based on a Health Risk Assessment, this EIR identified a potentially significant impact associated with exposure of residents on the site to particulate emissions from the freeway, which would be mitigated through use of air filtration as part of the HVAC system of the building. Under the No Project Alternative, no residents would be located on the site, thus this impact would be avoided.

##### ***Cultural Resources***

Under this alternative, the site would remain in its current condition. Given that the existing structure on the site was found not to be a historic resource, neither this alternative nor the proposed Project would result in impacts to historic resources. Furthermore, because no earthmoving activities would occur under this alternative, impacts to archaeological and paleontological resources would be avoided.

##### ***Geology and Soils***

With the No Project Alternative, the subsurface condition of the site would not be disturbed. This EIR identified a potentially significant impact associated with risk of seismic liquefaction, which would be

mitigated through geotechnical design considerations. Under the No Project Alternative, this impact would be avoided.

### ***Greenhouse Gas Emissions***

No construction activities or construction related vehicle trips would occur with this alternative and the greenhouse gas (GHG) emissions related to construction activities would be avoided. Likewise, GHG emissions from operation of the proposed Project would be avoided. Because the proposed Project would be built and operated in a manner determined to be consistent with the City of Burbank Greenhouse Gas Reduction Program, these emissions were determined to be less than significant. Under the No Project Alternative, this impact would be reduced.

### ***Land Use and Planning***

With the No Project Alternative, the site would not be redeveloped, and the existing uses would remain. The site is underutilized in its current state of development compared to what is foreseen by the General Plan and, for this reason the No Project Alternative would not meet the land use and planning goals for the redevelopment of the site and impacts are considered greater. Potential impacts under this alternative would be greater to the extent that the City would not realize the goals of redeveloping the site.

### ***Noise***

This EIR identified a potentially significant impact associated with construction vibration. Under the No Project Alternative construction of the new buildings would not occur. Therefore, construction noise and vibration impacts that would occur with the Project would be avoided.

### ***Transportation and Traffic***

No changes in traffic levels would occur with this alternative. This EIR identified a potentially significant impact associated with construction traffic, which can be mitigated through a construction traffic management plan. With this alternative, construction traffic would not occur. Under the No Project Alternative, this impact would be avoided.

### ***Tribal Cultural Resources***

Potential impacts to TCRs are associated with the potential to unearth resources during excavation. Under the No Project Alternative, no excavation would occur. As such, any impacts to TCRs would be avoided.

### ***Utilities and Service Systems***

No changes in utility demands would occur with this alternative. Though the impacts of the proposed Project were identified as less than significant, the impact would be reduced under the No Project Alternative.

### **Relation to Project Objectives**

The No Project alternative would maintain the Project site in its existing condition. As such, it would not satisfy any of the objectives of the proposed Project nor would it generate any of the beneficial effects of the Project. The site would not be improved in a way that would contribute to the vitality of Downtown Burbank, the economic health of the City or help meet the City's housing needs. The site would not be improved with an architectural landmark or enhanced streetscape. Moreover, this alternative would not be in the developer's reasonable rate of return and is not in the Applicant's reference to the flexible development program.

## ***Alternative 2: Reduced Development Alternative***

### **Description of Alternative**

This alternative considers a 25 percent reduction in building size (based on intensity/density). This would result in a reduction of Phase 1 development from 154 to 116 residential units. For Phase 2A, this alternative would reduce the size of the proposed hotel from 230 rooms to 172 rooms. For Phase 2B, this alternative would result in a reduction of office space from approximately 158,000 square feet to 118,500 square feet. The number of floors for each proposed structure would be reduced to 12 stories for Phase 1 and 10 stories for Phase 2. Ground floor retail size would remain the same as for the proposed Project.

### **Comparative Impacts of Alternative**

#### ***Aesthetics***

With the Reduced Development Alternative, the site would be developed with similar buildings compared to the proposed Project; however, the building height of each building would be slightly reduced. Overall, public views under this alternative from the surrounding local streets would not substantially change compared to the proposed Project. Given that the change in the visual character of the site and the surrounding area that would result from the proposed Project was determined to be not significant, this alternative would result in similar aesthetic impacts compared to the proposed Project.

#### ***Air Quality***

Under the Reduced Development Alternative, similar construction activities would occur, though reduced in duration. In addition, emissions generated by the operation of the alternative would be similar to the

proposed Project though reduced. However, these impacts of the Project were found to be less than significant. Based on a Health Risk Assessment, this EIR identified a potentially significant impact associated with exposure of residents on the site to particulate emissions from the freeway. This impact can be mitigated through use of air filtration as part of the HVAC system of the building. Under the Reduced Development Alternative, this impact would still occur, although it would be reduced compared to that of the proposed Project.

### ***Cultural Resources***

Under this alternative, as with the proposed Project, the existing structure on the site would be demolished. Because the existing structure on the site was found not to be a historic resource, neither this alternative nor the proposed Project would result in impacts to historic resources. In regard to archaeological and paleontological resources, given that the Reduced Development Alternative would also involve earthmoving activities for subterranean improvements, this alternative would result in similar impacts as the proposed Project. However, similar to the proposed Project, these impacts can be mitigated with implementation of a monitoring plan to reduce impacts to unearthened cultural resources. The Reduced Development Alternative would have similar impacts.

### ***Geology and Soils***

With the Reduced Development Alternative, excavation and construction on the site would occur. This EIR identified a potentially significant impact associated with risk of seismic liquefaction. This impact can be mitigated through geotechnical design considerations. Under the Reduced Development Alternative, geology and soils impacts would be similar to those identified for the proposed Project.

### ***Greenhouse Gas Emissions***

Under the Reduced Development Alternative, similar construction activities would occur, though reduced in duration. While the GHG emissions generated by the operation of the Reduced Development Alternative, would be incrementally less than those generated by the proposed Project, impacts would be similar to the Project. However, these impacts of the Project were found to be less than significant.

### ***Land Use and Planning***

With the Reduced Development Alternative, the site would be redeveloped with similar though reduced uses. The impacts of the proposed Project on the City's land use and planning policies and goals was found to be less than significant. The Reduced Development alternative would have similar impacts.

**Noise**

This EIR identified a potentially significant impact associated with construction vibration. Under the Reduced Development Alternative, construction would occur. Though the final structure would be reduced compared to the proposed Project and similar mitigation would be implemented, noise and vibration levels during construction would be equivalent. Construction activities associated with Phase 2A/2B would still occur within proximity to the Phase 1 residential uses, which was determined to result in potentially significant vibration impacts to on-site sensitive receptors. Even with implementation of similar mitigation, construction noise and vibration impacts that would occur with the proposed Project would not be avoided under this alternative.

**Transportation and Traffic**

This EIR identified a potentially significant impact associated with construction traffic, which can be mitigated through a construction traffic management plan. With this alternative, this traffic impact would still occur. The potential trips associated with the operation of this alternative would be reduced compared to the proposed Project. However, the proposed Project's operational traffic impacts would be found to be less than significant. Therefore, the Reduced Development Alternative would have similar impacts to the Project.

**Tribal Cultural Resources**

Potential impacts to TCRs are associated with the potential to unearth resources during excavation. Under a Reduced Development excavation would occur, of which potential impacts to unearthed cultural resources would be mitigated through implementation of a monitoring plan. As such, any impacts to TCRs would be similar to those under the proposed Project.

**Utilities and Service Systems**

Though the impacts of the Project were identified as less than significant, under the Reduced Development Alternative, the impacts would be reduced because the intensity of uses on the site would be reduced.

**Relation to Project Objectives**

The Reduced Development Alternative would have similar uses as the proposed Project though reduced in scale. As such, it would satisfy to a lesser extent the objectives of the proposed Project. The site would be improved in a way that would contribute to the vitality of Downtown Burbank, the economic health of the City and help meet the City's housing needs. The site would be improved with an architectural landmark and enhanced streetscape. Moreover, this alternative would not be in the developer's reasonable rate of return and is not in the Applicant's reference to the flexible development program.

### ***Alternative 3: Phase I Only (Residential)***

#### **Description of Alternative**

This alternative assumes that only the residential component of the proposed Project would be constructed. The existing 2-story office would remain on the other portion of the site.

#### **Comparative Impacts of Alternative**

##### ***Aesthetics***

With the Residential Only Alternative, the site would be developed with a similar structure to the Phase 1 of the Project. No change would occur to the northern portion of the site. Given that the change in the visual character of the site and the surrounding area that would result from the proposed Project was determined to be not significant, this alternative would result in similar less than significant aesthetic impacts.

##### ***Air Quality***

Under the Residential Only Alternative, similar construction activities would occur, though reduced in duration. In addition, emissions generated by the operation of the alternative would be similar to the Project though reduced. However, these impacts of the proposed Project were found to be less than significant. Based on a Health Risk Assessment, this EIR identified a potentially significant impact associated with exposure of residents on the site to particulate emissions from the freeway. This impact can be mitigated through use of air filtration as part of the HVAC system of the building. Under the Residential Only Alternative, this impact would still occur though reduced.

##### ***Cultural Resources***

Under this alternative the existing structure on the site would not be removed. However, because the existing structure on the site was found not to be a historic resource, neither this alternative nor the Project would result in impacts to historic resources. In regard to archaeological and paleontological resources, given that this alternative would also involve earthmoving activities for subterranean improvements, this alternative would result in similar impacts as the proposed Project. However, similar to the proposed Project, these impacts can be mitigated with implementation of a monitoring plan to reduce impacts to unearched cultural resources. The Residential Only Alternative would have similar impacts.

##### ***Geology and Soils***

With a Residential Only Alternative, excavation and construction on the site would occur. This EIR identified a potentially significant impact associated with risk of seismic liquefaction. This impact can be

mitigated through geotechnical design considerations. Under a Residential Only Alternative this impact would be similar to the proposed Project.

### ***Greenhouse Gas Emissions***

Under a Residential Only Alternative, similar construction activities would occur, though reduced in duration. While operation of the alternative would result in a reduction of GHG emissions, impacts would be similar to the proposed Project. These impacts of the proposed Project were found to be less than significant.

### ***Land Use and Planning***

With a Residential Only Alternative, a portion of the site would be redeveloped with residential uses. While this would advance some of the City's land use and planning policies and goals, a portion of the site would remain underdeveloped and the proposed Project would not contain as full a mix of uses. The land use and planning impacts of the proposed Project were found to be less than significant. The Residential Only alternative would have similar impacts.

### ***Noise***

This EIR identified a potentially significant impact associated with construction vibration in relation to on-site sensitive receptors. Under a Residential Only Alternative construction activities would still occur. Though only one building would be built, peak noise levels during construction would be equivalent compared to the proposed Project. The proposed Project's noise and vibration impacts were considered potentially significant only in regard to the location of construction activities of Phase 2A/2B within proximity to the Phase 1 residential uses. As the Residential Only Alternative would not involve construction activities associated with Phase 2A/2B, these potential impacts would be avoided under this alternative.

### ***Transportation and Traffic***

This EIR identified a potentially significant impact associated with construction traffic, which can be mitigated through a construction traffic management plan. With this alternative, this traffic impact would still occur. The potential trips associated with the operation of this alternative would be reduced compared to the Project. However, the Project's operational traffic impacts would be found to be less than significant. Therefore, the Residential Only alternative would have similar impacts to the Project.

### ***Tribal Cultural Resources***

Potential impacts to TCRs are associated with the potential to unearth resources during excavation. Under a Residential Only Alternative, excavation would occur, of which potential impacts to unearthed cultural

resources would be mitigated through implementation of a monitoring plan. As such, any impacts to TCRs would be similar to those under the proposed Project.

### ***Utilities and Service Systems***

Though the impacts of the Project were identified as less than significant, under the Residential Only alternative the impact would be reduced because the intensity of uses on the site would be reduced.

### **Relation to Project Objectives**

The Residential Only alternative would include only the residential portion of the Project and therefore would only achieve a portion of the objectives of the Project. The site would be improved in a way that would contribute to the vitality of Downtown Burbank, the economic health of the City, help meet the City's housing needs, create an architectural landmark and enhance the streetscape. However, it would lack the level of employment and commercial vitality associated with the mix of uses included in the Project. Moreover, this alternative would not be in the developer's reasonable rate of return and is not in the Applicant's reference to the flexible development program.

### ***Alternative 4: Phase 2A Only (Hotel)***

#### **Description of Alternative**

This alternative assumes that the hotel component of the proposed Project would be constructed, but the residential component would not. For this alternative, the hotel would be constructed on the portion of the site along East Verdugo Avenue, and the existing 2-story office would remain on the other portion of the site.

#### **Comparative Impacts of Alternative**

##### ***Aesthetics***

With the Hotel Only Alternative, the site would be developed with a structure of similar scale and design as Phase 2A of the proposed Project. No change would occur to the northern portion of the site. Given that the change in the visual character of the site and the surrounding area that would result from the proposed Project was determined to be not significant, this alternative would result in similar aesthetic impacts.

##### ***Air Quality***

Under the Hotel Only Alternative, similar construction activities would occur, though reduced in duration because only the southern portion of the site would be developed. In addition, emissions generated by the operation of the alternative would be similar to the proposed Project though reduced. However, these

impacts of the Project were found to be less than significant. Based on a Health Risk Assessment, this EIR identified a potentially significant impact associated with exposure of residents on the site to particulate emissions from the freeway. This impact can be mitigated through use of air filtration as part of the HVAC system of the building. Under the Hotel Only Alternative, this impact would be avoided because hotel guests are transitory and thus not subject to long term exposure.

### ***Cultural Resources***

Under this alternative, the existing structure on the site would not be removed. However, because the existing structure on the site was found not to be a historic resource, neither this alternative nor the Project would result in impacts to historic resources. With regard to archaeological and paleontological resources, given that the Hotel Only Alternative would also involve earthmoving activities for subterranean improvements, this alternative would result in similar impacts as those for the proposed Project. However, as with the proposed Project, these impacts can be mitigated with implementation of a monitoring plan to reduce impacts to unearched cultural resources. The Hotel Only Alternative would have similar impacts.

### ***Geology and Soils***

With the Hotel Only Alternative, excavation and construction on the site would occur. This EIR identified a potentially significant impact associated with risk of seismic liquefaction. This impact can be mitigated through geotechnical design considerations. Under the Hotel Only Alternative, this impact would still occur.

### ***Greenhouse Gas Emissions***

Under the Hotel Only Alternative, similar construction activities would occur, though reduced in duration. While operation of this alternative would result in a reduction of GHG emissions, impacts would be similar to those for the proposed Project. These impacts of the proposed Project were found to be less than significant.

### ***Land Use and Planning***

With the Hotel Only Alternative a portion of the site would be redeveloped with hotel uses. While this would advance some of the City's land use and planning policies and goals, a portion of the site would remain underdeveloped and the proposed Project would not contain as full a mix of uses. The land use and planning impacts of the proposed Project were found to be less than significant. The Hotel Only alternative would have similar impacts.

**Noise**

This EIR identified a potentially significant impact associated with construction vibration in relation to on-site sensitive receptors. Under the Hotel Only Alternative construction would occur. Though only one building would be built, peak noise levels during construction would be equivalent compared to those for the proposed Project. The proposed Project's noise and vibration impacts were considered potentially significant only in regard to the location of construction activities of Phase 2A/2B within proximity to the Phase 1 residential uses. As the Hotel Only Alternative would not involve construction activities within proximity to the on-site receptors associated with the Phase 1 residential uses, these potential impacts would be avoided under this alternative.

**Transportation and Traffic**

This EIR identified a potentially significant impact associated with construction traffic, which can be mitigated through a construction traffic management plan. With this alternative, this traffic impact would still occur. The potential trips associated with the operation of this alternative would be reduced compared to the proposed Project. However, the proposed Project's operational traffic impacts would be found to be less than significant. Therefore, the Hotel Only alternative would have similar impacts to the proposed Project.

**Tribal Cultural Resources**

Potential impacts to tribal cultural resources are associated with the potential to unearth resources during excavation. Under a Hotel Only excavation would occur, of which potential impacts to unearthed cultural resources would be mitigated through implementation of a monitoring plan. As such, any impacts to TCRs would be similar to those under the proposed Project.

**Utilities and Service Systems**

Though the impacts of the Project were identified as less than significant, under the Hotel Only alternative the impact would be reduced because the intensity of uses on the site would be reduced.

**Relation to Project Objectives**

The Hotel Only Alternative would include only the hotel portion of the proposed Project and, therefore, would achieve only a portion of the Project's objectives. The site would be improved in a way that would contribute to the vitality of Downtown Burbank and the economic health of the City, create an architectural landmark, and enhance the streetscape. However, it would not advance the City's housing goals nor provide the mixed-use development sought by the City. Moreover, this alternative would, therefore, not be in the developer's reasonable rate of return and is not in the Applicant's reference to the flexible development program.

## ***Alternative 5: Phase 2B Only (Office)***

### **Description of Alternative**

This alternative assumes that the office component of the proposed Project would be constructed, but the residential component would not. For this alternative, the office building would be constructed on the portion of the site along East Verdugo Avenue and the existing 2-story office building would remain on the other portion of the site.

### **Comparative Impacts of Alternative**

#### ***Aesthetics***

With the Office Only Alternative, the site would be developed with a structure of similar scale and design as Phase 2B of the proposed Project. No change would occur to the northern portion of the site. Given that the change in the visual character of the site and the surrounding area that would result from the proposed Project was determined to be not significant, this alternative would result in similar aesthetic impacts.

#### ***Air Quality***

Under the Office Only Alternative, similar construction activities would occur, though reduced in duration, because only the southern portion of the site would be developed. In addition, emissions generated by the operation of the alternative would be similar to the proposed Project though reduced. These impacts of the proposed Project were found to be less than significant with implementation of mitigation to reduce exposure of onsite residents to particulate emissions from the freeway. However, because the Office Only Alternative would not include the residential component, these impacts would be avoided because office workers are not considered sensitive receptors for evaluation purposes.

#### ***Cultural Resources***

Under this alternative the existing structure on the site would not be removed. However, because the existing structure on the site was found not to be a historic resource, neither this alternative nor the Project would result in impacts to historic resources. In regard to archaeological and paleontological resources, given that this alternative would also involve earthmoving activities for subterranean improvements, this alternative would result in similar impacts as the proposed Project. However, similar to the proposed Project, these impacts can be mitigated with implementation of a monitoring plan to reduce impacts to unearthed cultural resources. The Residential Only Alternative would have similar impacts.

### ***Geology and Soils***

With the Office Only Alternative, excavation and construction on the site would occur. This EIR identified a potentially significant impact associated with risk of seismic liquefaction. This impact can be mitigated through geotechnical design considerations. Geology and soils impacts for this alternative would be similar to those identified for the proposed Project.

### ***Greenhouse Gas Emissions***

Under the Office Only Alternative, similar construction activities would occur, though reduced in duration. While operation of the alternative would result in a reduction of GHG emissions, impacts would be similar to the Project. These impacts of the proposed Project were found to be less than significant.

### ***Land Use and Planning***

With the Office Only Alternative, a portion of the site would be redeveloped with office space. While this would advance some of the City's land use and planning policies and goals, a portion of the site would remain underdeveloped and the Project would not contain as full a mix of uses. The land use and planning impacts of the Project were found to be less than significant. The Office Only alternative would have similar impacts.

### ***Noise***

This EIR identified a potentially significant impact associated with construction vibration in relation to on-site sensitive receptors. Under the Office Only Alternative, construction would occur. Though only one building would be built, peak noise levels during construction would be equivalent compared to the proposed Project. The proposed Project's noise and vibration impacts were considered potentially significant only in regard to the location of construction activities of Phase 2A/2B within proximity to the Phase 1 residential uses. As the Office Only Alternative would not involve construction activities within proximity to the on-site receptors associated with the Phase 1 residential uses, these potential impacts would be avoided under this alternative.

### ***Transportation and Traffic***

This EIR identified a potentially significant impact associated with construction traffic, which can be mitigated through a construction traffic management plan. With this alternative, this traffic impact would still occur. The potential trips associated with the operation of this alternative would be reduced compared to the Project. However, the Project's operational traffic impacts would be found to be less than significant. Therefore, the Office Only Alternative would have similar impacts to the Project.

### ***Tribal Cultural Resources***

Potential impacts to TCRs are associated with the potential to unearth resources during excavation. Under the Office Only Alternative, excavation would occur. As such, any impacts to TCRs would be similar to those under the proposed Project.

### ***Utilities and Service Systems***

Though the impacts of the Project were identified as less than significant, under the Office Only Alternative, the impact would be reduced because the intensity of uses on the site would be reduced.

### **Relation to Project Objectives**

The Office only alternative would include only the office portion of the Project and therefore would only achieve a portion of the objectives of the Project. The site would be improved in a way that would contribute to the vitality of Downtown Burbank, the economic health of the City, create an architectural landmark and enhance the streetscape. However, it would not advance the City's housing goals nor provide the mixed-use development sought by the City. Moreover, this alternative would not be in the developer's reasonable rate of return and is not in the Applicant's reference to the flexible development program.

## **5.4 ALTERNATIVES CONSIDERED AND ELIMINATED FROM DETAILED CONSIDERATION**

An EIR is not required to include alternatives that are not feasible. The term feasible is defined in the CEQA Guidelines, Section 15364 as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." CEQA Guidelines, Section 15126.6(f)(1) provides additional factors that may be considered when addressing the feasibility of alternatives. These factors include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to potential alternative sites.

The CEQA Guidelines require EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons underlying the lead agency's determination. Section 15126.6(c) of the State CEQA Guidelines states that the EIR should identify alternatives that were considered by the lead agency but were rejected as infeasible. Alternative locations were rejected as infeasible. The Project consists of improvement to a site with development potential that the Applicant has ownership control over. It is not feasible for the City to consider moving the Project to a different site. Developing the site with alternative land uses not within the range of uses permitted by the Burbank2035

General Plan, Burbank Center Plan, or zoning was rejected as an alternative. The City has identified a set of land uses appropriate for the location. Alternatives outside of these land uses would conflict with the policies of the City and would not advance the City's housing goals, nor would the alternatives provide the mixed-use development sought by the City.

## 5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

A comparative summary of potential impacts of each alternative is presented in **Table 5.0-1**.

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that the analysis of alternatives to a project shall identify an environmentally superior alternative among the alternatives evaluated. The No Project Alternative is the only alternative that would avoid all the potential significant effects of the Project. However, it would not achieve any of the proposed Project's objectives. Furthermore, the State CEQA Guidelines indicate that if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. The remaining alternatives would reduce the potential impacts in through different combinations of a smaller project. However, they would not entirely avoid the potential impacts and would only achieve a portion of the objectives of the proposed Project.

**Table 5.0-1  
Comparison of Alternatives to the Proposed Project**

| <b>Environmental Topic</b>     | <b>Proposed Project<br/>Impacts with Mitigation</b> | <b>Alternative 1<br/>No Project<br/>Alternative</b> | <b>Alternative 2<br/>Reduced<br/>Development</b> | <b>Alternative 3<br/>Residential Only</b> | <b>Alternative 4<br/>Hotel Only</b> | <b>Alternative 5<br/>Office Only</b> |
|--------------------------------|---|---|--|---|-------------------------------------|--------------------------------------|
| Aesthetics                     | Less than significant                               | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Air Quality                    | Less than significant after mitigation              | Reduced   | Reduced  | Reduced                                   | Reduced                             | Reduced                              |
| Cultural Resources             | Less than significant after mitigation              | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Geology and Soils              | Less than significant after mitigation              | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Greenhouse Gas Emissions       | Less than significant after mitigation              | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Land Use and Planning          | Less than significant                               | Greater   | Similar  | Similar                                   | Similar                             | Similar                              |
| Noise                          | Significant and unavoidable                         | Reduced   | Reduced, though<br>still significant             | Reduced                                   | Reduced                             | Reduced                              |
| Transportation and Traffic     | Less than significant after mitigation              | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Tribal Cultural Resources      | Less than significant after mitigation              | Reduced   | Similar  | Similar                                   | Similar                             | Similar                              |
| Utilities and Services Systems | Less than significant after mitigation              | Reduced   | Reduced  | Reduced                                   | Reduced                             | Reduced                              |

## 6.0 OTHER CEQA CONSIDERATIONS

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The following subsections of this Environmental Impact Report (EIR) discuss other topical issues that are specified in Section 15126.2 of the State Guidelines for implementing the California Environmental Quality Act (CEQA). These other considerations include: 1) effects not found to be significant, 2) irreversible environmental change, and 3) growth-inducing impacts.

As described in **Section 2.0, Project Description**, the Development Agreement between the City and the Applicant would allow multiple scenarios in which the residential or commercial component could be built either first or second and either component could be placed on either half of the Project site. The Applicant has indicated that the most likely scenario is the one for which the residential component would be built first as Phase 1 on the East Verdugo Avenue side of the site and the non-residential component would be built subsequently as Phase 2 on the East Tujunga Avenue side of the site. The issues discussed in the following subsections are not dependent upon the location or sequence of construction on the Project site. As such, the consideration of other topical issues associated with other development scenarios allowed by the Development Agreement would not substantially differ.

## 6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

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State CEQA Guidelines Section 15128 requires that an Environmental Impact Report (EIR) “contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and therefore were not discussed in detail in the EIR.” The following analysis is based on the February 2016 Initial Study prepared for the Premier on First Project and circulated as part of the Notice of Preparation (NOP; see **Appendix A**), with minor modification to reflect refinement of the Project. Impacts determined by the Initial Study to be potentially significant are addressed in detail within **Section 4.0, Consideration and Discussion of Environmental Impacts** of this EIR. All impacts for the issues discussed below would be less than significant or have no impact.

### 6.1.1 Aesthetics

**Threshold: Have a substantial adverse effect on a scenic vista**

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. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource.<sup>1</sup> Orientation of the street network maximizes public access to these views, with streets east of Interstate 5 (I-5) oriented toward the Verdugo Mountains.<sup>2</sup> The Project site is located in a developed, urban area of the City characterized by low- to high-rise commercial and multifamily residential buildings. Existing views across the Project site are limited due to the height and density of adjacent development. The proposed Project would not obstruct views along streets and would not substantially affect views from distant points. Some views of the Santa Monica Mountains from the residential tower adjacent to the Project site or from the nearby Holiday Inn would be obstructed. However, obstruction of a few private views is not generally regarded as a significant environmental impact. As such, impacts would be less than significant.

**Threshold: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway**

A significant impact may occur if the proposed Project were to introduce incompatible visual elements on the Project site, or visual elements that would be incompatible with the character of the area surrounding the Project site. No unique natural features or other visual resources are located on the Project site. The

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1 City of Burbank, *Burbank2035*, Open Space and Conservation Element (February 2013).

2 City of Burbank, *Burbank2035* Environmental Impact Report (February 2013), 4.1-1.

Project site is neither close to nor visible from a State scenic highway.<sup>3</sup> Additionally, as indicated in the Cultural Study (see **Appendix C**), the existing 2-story office building on the Project site does not provide any known meaningful contributions to a known person or period of the City's past and is therefore not a historic resource.<sup>4</sup> Given that the Project site is not visible from a scenic highway because of the substantial distance, and no scenic resources are identified, the proposed Project would have a less than significant impact on scenic resources.

### 6.1.2 Agriculture and Forestry Resources

**Threshold:** 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

The Project site is currently developed and has no agricultural uses. According to the Department of Conservation, Farmland Mapping and Monitoring Program, there is no Important Farmland located within the City.<sup>5</sup> Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to nonagricultural uses. No impact would occur.

**Threshold:** Conflict with existing zoning for agricultural use, or a Williamson Act Contract

No agricultural zoning exists in the City. Because no on-site agricultural uses are present, the proposed Project does not conflict with existing zoning for agricultural use or a Williamson Act contract. There are no Williamson Act contracts in the City.<sup>6</sup> The proposed Project would not affect any Williamson Act contracts. No impact would occur.

**Threshold:** Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))

The Project site is currently developed, and the proposed Project would not affect agricultural resources, operations, or conversion of farmland. No impact would occur.

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3 California Department of Transportation, "California Scenic Highway Mapping System," [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/), accessed July 2016.

4 Statistical Research, Inc., *Cultural Resource Evaluation and Impact Assessment for the Premier at First Project, 100 East Tujunga Avenue, Burbank, Los Angeles County, California* (July 2016).

5 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013), Appendix A, Technical Background Report.

6 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013), Section 4.2, Agricultural and Forest Resources.

**Threshold:**                    **Result in the loss of forest land or conversion of forestland to non-forest use**

The Project site is currently developed and contains no forestland. The proposed Project and would not result in the conversion of forestland to nonforest use. No impact would occur.

**Threshold:**                    **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 non-forest use**

The Project site is currently developed and the proposed Project would not affect agricultural resources, operations, or conversion of farmland. No impact would occur.

### 6.1.3 Air Quality

**Threshold:**                    **Create objectionable odors affecting a substantial number of people**

The uses proposed by the Project consist of residential, retail, hotel, and/or office uses, which generally do not generate substantial amounts of offensive odors. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Adherence with South Coast Air Quality Management District (SCAQMD) Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the proposed uses. As such, impacts would be less than significant.

### 6.1.4 Biological Resources

**Threshold:**                    **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 native biological resources exist on the Project site; it is located in an urbanized area of the City of Burbank and is currently developed with an office building and surface parking. The Project site does not contain any natural open space, act as a wildlife corridor, or possess any areas of significant biological resource value. The proposed Project would have no impact on biological resources or adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. No impact would occur.

**Threshold:** 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

The Project site and the surrounding urban area are fully developed and no riparian or other sensitive natural community is located on or adjacent to the Project site. Implementation of the proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. No impact would occur.

**Threshold:** 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

The Project site is occupied by an existing office building and surface parking. No native riparian resources or other sensitive natural community exist on or near the Project site; therefore, the proposed Project would not adversely affect any biological resources identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. No impact would occur.

**Threshold:** 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 native biological resources exist on the Project site, which is fully developed with urban uses. As such, the proposed Project would have no impact on the movement of any native resident or migratory fish or wildlife species, or within established native resident or migratory wildlife corridors; nor would it impede the use of native wildlife nursery sites. No impact would occur.

**Threshold:** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

Pursuant to the Burbank Municipal Code (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 proposed Project does not include any trees identified on the Restricted Tree List included in BMC Section 7-4-108. Therefore, the proposed Project would not result in a conflict with local policies or

ordinances protecting biological resources. Existing street trees removed during construction would be replaced with new street trees. No impact would occur.

**Threshold:** **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan**

The Project site is not within the purview of any habitat conservation plan or natural community conservation plan, nor would the Project affect any area so designated, directly or indirectly. Consequently, implementation of the Project would not conflict with the provisions of any adopted conservation plan. No impact would occur.

### 6.1.5 Geology and Soils

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

The Project site is located within a seismically active region. According to Burbank2035, the nearest fault is the Verdugo Fault, located north–northeast of the site along the southwestern base of the Verdugo Mountains. While the Verdugo Fault Zone is considered a surface rupture hazard by the California Geological Survey (CGS) and the United States Geological Survey (USGS), it has not been designated as an Alquist-Priolo Earthquake Fault Zone. The potential risk for surface fault rupture within the Project site is considered low. Impacts would be less than significant.

**Threshold:** **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking**

The Project site is located within a seismically active region. The USGS and the CGS have identified 45 active or potentially active faults located within 50 miles of the site. Each of these faults is believed to be capable of producing sizeable earthquake events with significant ground motions. Ground shaking due to earthquakes should be anticipated during the life of the proposed Project. The proposed Project would conform to all applicable provisions of the California Building Code (CBC) with respect to new construction. Adherence to current building codes and engineering practices would ensure that the proposed Project would not expose people, property, or structures to substantial adverse effects. Impacts would be less than significant.

**Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides**

According to Burbank2035, the Project site is not located within an area susceptible to landslide hazards. Therefore, the proposed Project would result in no impacts related to landslides. No impact would occur.

**Threshold: Result in substantial soil erosion or the loss of topsoil**

The Project site is almost completely developed and covered with impervious surface. After completion, the proposed Project would mimic existing impervious conditions and almost completely cover the Project site. Soil would be exposed during construction, creating the potential for erosion. However, implementation of required erosion control measures imposed by the City through the grading and building permit process would minimize or avoid any erosion. Impacts would be less than significant.

**Threshold: 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**

The Project site is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City. The Project's wastewater demand would be accommodated via connections to this existing wastewater infrastructure. No septic tanks or alternative disposal systems would be utilized. No impact would occur.

### 6.1.6 Hazards and Hazardous Materials

**Threshold: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials**

A significant impact may occur if, as part of its routine operations, the proposed Project used or disposed of hazardous materials in a way that could affect the public or the environment. Construction activities are anticipated to use typical construction materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. Demolition of the existing building on the site would be required to comply with appropriate codes and regulations, including SCAQMD's Rule 1403 addressing the removal of asbestos-containing materials and California Occupational Safety and Health Administration regulations pertaining to lead-based materials.

The types and amounts of hazardous materials that would be used in connection with operation of the proposed Project would be typical of those used on residential, commercial retail and restaurant, hotel,

and office properties, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicles operations. These substances can be hazardous in high concentrations. However, the routine and proper use of these standard construction and household products would not result in significant hazards. Impacts would be less than significant.

**Threshold: 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**

A significant impact may occur if an upset or accident associated with the proposed Project could potentially release hazardous materials that could have a substantial effect. Hazardous materials used during construction or operation of the proposed Project are expected to be minimal, due to the nature of the Project, and used in accordance with regulatory standards and protocols. Such materials would not be used in quantities or stored in a manner as to pose significant safety hazards. Impacts would be less than significant.

**Threshold: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school**

The Burbank Community Day School, a 7th through 12th grade transitional school, is located at 223 East Santa Anita Avenue, approximately 385 feet east of the Project site. No hazardous materials other than modest amounts of typical cleaning supplies or solvents associated with residential, commercial retail and restaurant, hotel, and office uses would be stored or used at the Project site. Construction activities would comply with applicable federal, State, and local regulations that would reduce potential hazards during the transport, use, or disposal of these materials. Impacts would be less than significant.

**Threshold: 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**

The Project site currently contains an existing office building and related surface parking. Review of the EnviroStor State database indicates that the Project site is not listed as a hazardous materials site pursuant to Government Code Section 65962.5. Impacts would be less than significant.

**Threshold:** 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

The Project site is located approximately 2.75 miles southeast of the Bob Hope Airport. Given that the Project site 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, no impact would occur. Furthermore, the Federal Aviation Administration conducted an aeronautical study of the Project and determined that the structure would not exceed obstruction standards and would not be a hazard to air navigation. No impact would occur.

**Threshold:** 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

The Project site 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 impact would occur.

**Threshold:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

A significant impact could occur if the proposed Project were to interfere with an emergency response plan or emergency evacuation plan. The Project site is located 250 feet west of South San Fernando Boulevard and 300 feet east of the I-5, which are selected disaster routes as identified by Burbank2035.<sup>7</sup> Development of the Project site may require temporary and/or partial street closures of South First Street, East Verdugo Avenue, and East Tujunga Avenue due to construction activities. Such closures would be temporary and would not result in the loss of any evacuation route. Impacts would be less than significant.

**Threshold:** 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

According to the EIR for Burbank2035, two areas within the City have been mapped by the Burbank Fire Department as a Mountain Fire Zone.<sup>8</sup> One is an approximately 3,000-acre area along the foothills of the Verdugo Mountains, east of the Project site, and the other overlaps with Warner Bros. Studio and

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7 City of Burbank, *Burbank2035*, Safety Element (February 2013), Exhibit S-2, Evacuation Routes.

8 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013).

residential development adjacent to undeveloped hillsides, southwest of the Project site. The Project site is not located within either of these designated wildfire hazard areas. No impact would occur.

### 6.1.7 Hydrology and Water Quality

**Threshold:** Violate any water quality standards or waste discharge requirements

Construction activities such as grading, excavation, and trenching would occur during development of the Project site. These types of land-disturbing activities generate the potential for increased soil erosion and sedimentation in stormwater runoff. In addition, general construction activities could contribute pollutants such as construction waste, diesel and oil from equipment, solvents, and lubricants. Sediment and contaminants could enter the stormwater drainage system and eventually enter downstream waterways and water bodies. The potential increase in soil erosion, siltation, and construction-related pollutants could degrade downstream surface water or groundwater. However, regulatory requirements described below would control construction activities and minimize, to the maximum extent practicable, the degradation of water quality.

The proposed Project would be required to comply with National Pollution Discharge Elimination System (NPDES) requirements. Construction activities would be subject to the NPDES general construction activity permit and would be required to eliminate or reduce nonstormwater discharges to storm sewer systems and other waters and consider the use of postconstruction permanent Best Management Practices (BMPs). The proposed Project would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) with BMPs that would be 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 related to stormwater. BMC Section 9-9-1-907, Best Management Practices, describes requirements for sediment and erosion control BMPs and SWPPPs.

Operation of the proposed Project would introduce sources of potential stormwater pollution that are typical of residential, commercial retail and restaurant, hotel, and office uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking garages). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. As such, the proposed Project would also be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) requirements, which includes implementation of BMPs to infiltrate or treat stormwater runoff, control peak-flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems. Compliance with these requirements would reduce potential impacts to water quality standards to less than significant.

**Threshold: 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)**

A significant impact could occur if the proposed Project were to include deep excavations, which have the potential to interfere with groundwater movement, or includes withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. No groundwater wells or other withdrawal of groundwater is proposed. The net change in impervious surface would be negligible.

Both of the proposed development options associated with the proposed Project would involve grading and excavation for subterranean parking levels or back-of-house uses. The analysis found within the Initial Study (see **Appendix A**) previously evaluated impacts associated with grading and excavation activities for 2 subterranean levels, which would have extended between 20 and 25 feet below ground surface (bgs). However, further refinements to the proposed Project have been made since the circulation of the NOP (see **Appendix A**) on February 12, 2016. As provided in **Section 2.0, Project Description**, the proposed Project currently proposes the construction of three levels of subterranean parking for each development option, which would extend between approximately 30 and 42 feet bgs relative to the surrounding grade.

As previously discussed in **Section 4.4, Geology and Soils**, CGS provides that the historically high groundwater level at the Project site is reported to have occurred at a depth of approximately 35 feet bgs.<sup>9</sup> However, the data referenced by CGS considers the historically highest groundwater levels from 1944, which dates before extensive pumping practices within the San Fernando Valley Groundwater Basin.<sup>10</sup> Subsequent well monitoring data by the Upper Los Angeles River Watermaster shows that water levels within most of the eastern San Fernando Valley have not recovered to the levels of the 1940s.<sup>11</sup> More recent data provided by a 1993 groundwater map of groundwater contours for the upper Los Angeles River area indicates that historical groundwater depths within most of the City are estimated to be more than 100 feet bgs.<sup>12</sup> Moreover, the Geotechnical Study identified that groundwater was not encountered on the Project site at depths as deep as 71 feet. Thus, excavation for the proposed

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9 Byer Geotechnical, *Geotechnical Engineering Exploration—The Premier on First* (August 25, 2016).

10 Department of Conservation, *Seismic Hazard Zone Report for the Burbank 7.5-Minute Quadrangle, Los Angeles, County, California*, (1998).

11 Department of Conservation, *Seismic Hazard Zone Report for the Burbank 7.5-Minute Quadrangle, Los Angeles, County, California*, (1998), 10.

12 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013), Section 4.8, Geology and Soils.

subterranean levels associated with each of the development options would be unlikely to adversely affect the groundwater table.

Furthermore, source and treatment control BMPs are required under the Los Angeles County LID requirements. The LID requirements require treatment of the peak mitigation flow rate or volume of runoff produced by the 85th percentile rainfall event. The proposed Project would install cisterns that would be sized to store a specific volume of water with no surface discharge until the volume is exceeded. The on-site use of harvested water for nonpotable domestic purposes would conserve City-supplied potable water and would be directed to adjacent unpaved surfaces to recharge groundwater in local aquifers. Based on the LID Plan found within the Drainage/Hydrology Study (“Hydrology Study”), prepared by PSOMAS and dated July 14, 2016 (see **Appendix I**), the proposed cisterns would provide adequate treatment capacity that would be greater than the required peak mitigation volume required. As such, impacts would be less than significant.

**Threshold:** **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**

The Project site is located in a highly urbanized area of the City, and no streams or river courses are located on or near the Project site. The Project site is fully developed with impervious surface. Implementation of the proposed Project would not substantially increase site runoff or result in changes to the local drainage patterns. Impacts would be less than significant.

**Threshold:** **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**

A significant impact could occur if the proposed 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. Grading and construction activities on the Project site may temporarily alter the existing drainage patterns of the site and reduce off-site flows. However, construction and operation of the proposed 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 because the Project would generally maintain existing grade and drainage patterns. Impacts would be less than significant.

**Threshold: 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**

A significant impact could occur if the proposed Project were to increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project site, or if the Project were to introduce substantial new sources of polluted runoff. A LID Plan was prepared to estimate the required treatment flows and volumes (see **Appendix I**). As mentioned previously, the proposed cisterns would store a specific volume of water with no surface discharge until the volume is exceeded. Other BMPs, such as planter boxes, can be used to prevent storing excess water by watering the roots of the plants. The collected water can be stored and used as the plants required during the course of the dry season. Runoff from the Project site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity. The net change in impervious surface would be minimal. Therefore, the proposed Project would not create or contribute substantial additional runoff. Impacts would be less than significant.

**Threshold: Otherwise substantially degrade water quality**

Construction activities would be subject to the NPDES requirements and would be required to eliminate or reduce nonstormwater discharges to storm sewer systems and other waters and consider the use of post-construction permanent BMPs. The proposed Project would be required to develop and implement a SWPPP with 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.

The proposed Project would also be required to comply with the SUSMP, including implementation of BMPs to infiltrate or treat stormwater runoff, control peak-flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems.

The BMC 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.

**Threshold:** 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

A significant impact could occur if the proposed Project were to place housing within a 100-year flood hazard area. According to Burbank2035, the Project site is not located within a designated flood zone.<sup>13</sup> Therefore, the proposed Project would not place housing within a 100-year flood hazard area. No impact would occur.

**Threshold:** Place within a 100-year flood plain structures which would impede or redirect flood flows?

A significant impact could occur if the proposed Project were to place housing within a 100-year flood hazard area. According to Burbank2035, the Project site is not located within a designated flood zone.<sup>14</sup> Therefore, the Project would not place structures within a 100-year flood hazard area. No impact would occur.

**Threshold:** 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

The Project site 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) that are classified as dams by the California Department of Water Resources.<sup>15</sup> These three reservoirs are relatively small and are not large enough to result in considerable risk of inundation in the City. As such, the proposed 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.

**Threshold:** Be subject to inundation by seiche, tsunami, or mudflow

The Project site is not located near an ocean or enclosed body of water, and therefore would not be subject to inundation by seiche or tsunami. 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. As such, there are no sources of mudflow near the Project site. Impacts would be less than significant.

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13 City of Burbank, *Burbank2035*, Safety Element, Exhibit S-6, FEMA Flood Zone Areas (February 2013).

14 City of Burbank, *Burbank2035*, Safety Element, Exhibit S-6, FEMA Flood Zone Areas (February 2013).

15 City of Burbank, *Burbank2035*, Safety Element (February 2013).

### 6.1.8 Land Use and Planning

**Threshold: Physically divide an established community**

The Project site is located in an urbanized area featuring uses similar to the Project. The proposed Project does not involve the development of infrastructure or other facilities that might result in the separation of uses or disruption of access between land use types. As such, no impact would occur.

**Threshold: Conflict with any applicable habitat conservation plan or natural community conservation plan**

The Project site is not subject to any applicable habitat conservation plan or natural community conservation plan. The Project site is developed with an office building and surface parking within a heavily urbanized area of the City. Therefore, the proposed Project would not conflict with any conservation plans. No impact would occur.

### 6.1.9 Mineral Resources

**Threshold: 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**

The City lies within the San Fernando Valley Production-Consumption Region in Los Angeles County, as mapped by the State Mining and Geology Board. According to the EIR prepared for Burbank2035, one area in the City is designated as MRZ-2, and two areas are designated as MRZ-3.<sup>16</sup> The Project site is located in an area designated MRZ-3. The MRZ-3 classification indicates that the significance of mineral resources could not be evaluated from available data. As noted in the EIR prepared for Burbank2035, past land use changes to accommodate planned urbanization now precluding mining activities in Burbank. No impact would occur.

**Threshold: 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**

Given that the Project site is not located in a MRZ-2 area, implementation of the proposed Project would not result in the direct or indirect loss of availability of a known or locally important mineral resource, nor would it disrupt any current mining operations. No impacts would occur.

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

### 6.1.10 Noise

**Threshold:** 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

The Project site is located approximately 2.75 miles southeast of the Bob Hope Airport. The Project site is not located within the airport land use plan or within 2 miles of a public airport or public use airport. No impact would occur.

**Threshold:** 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

The Project site is not located in the vicinity of a private airstrip. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur.

### 6.1.11 Population and Housing

**Threshold:** 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)

The proposed Project would create 154 multifamily units. Based on the City's household size in 2010 (i.e. an average of 2.45 persons per household),<sup>17</sup> the construction of 154 residential units would result in an increase of approximately 377 residents. Given the unit mix proposed by the Project (almost 75 percent of units are one-bedroom units), this projected increase is likely higher than the actual future population of the proposed Project. The overall increase of 154 housing units would be well within the forecasted growth of City between 2010 and 2035, per Burbank2035.

The proposed Project would not accelerate development in an undeveloped area, nor would it introduce unplanned infrastructure that was not previously evaluated in Burbank2035. The overall increase of 154 housing units and corresponding population of approximately 377 residents would be consistent with the Southern California Association of Governments (SCAG) forecast of 15,048 additional households and approximately 41,179 people in the Arroyo Verdugo Subregion between 2010 and 2035. As such, the proposed Project would be consistent with the goals and strategies of SCAG's Regional Comprehensive Plan and the Compass Growth Vision Strategy.

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17 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013).

The proposed Project is the type of project encouraged by Burbank2035 and SCAG policies to accommodate growth in urban centers located close to existing employment centers and mass transit. Impacts would be less than significant.

**Threshold: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere**

The Project site is currently occupied by an office building and parking. The proposed Project would include development of new housing units. As such, the Project would not displace any existing housing. Therefore, no impact would occur.

**Threshold: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere**

The Project site is currently occupied by an office building and parking, the removal of which would not displace substantial number of people. Therefore, no impact would occur.

### 6.1.12 Public Services

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

#### ***Fire Protection***

Fire protection and emergency medical services in the City are provided by the Burbank Fire Department (BFD). The Project site is served by BFD Station 11, which is also BFD headquarters, located at 311 East Orange Grove Avenue, approximately 0.3 miles north of the Project site. The proposed Project could increase the demand for BFD services. However, due to the close proximity of the existing BFD headquarters, it is not expected that the proposed Project would require new or physically altered BFD facilities. Impacts would be less than significant.

#### ***Police Protection***

Police protection services in the City are provided by the Burbank Police Department (BPD), located at 200 N. 3rd Street, less than 0.5 miles from the Project site.

The proposed Project could increase the demand for police services. However, due to the close proximity to the existing police station and the relative consistency of the Project with the existing uses in the vicinity, it is not expected that the Project would require new or physically altered facilities. Impacts would be less than significant.

### **Schools**

School services within the City are provided by the Burbank Unified School District (BUSD). A significant impact could occur if the proposed Project were to include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the BUSD. The Project area is currently served by the following schools: Joaquin Miller Elementary School, John Muir Middle School, and Burbank High School. The proposed Project involves the development of 154 multifamily residential units, of which 74 percent would be 1-bedroom units and 26 percent would be 2-bedroom units. As such, the likely new student population would be relatively small. In addition, the Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by Code to be full and complete mitigation of any impacts. Impacts would be less than significant.

### **Parks**

There are more than 700 acres of parkland within the City, including a total of 26 parks and other recreational facilities.<sup>18</sup> Burbank2035 establishes a Citywide goal of 5 acres of park facilities per 1,000 residents. The current ratio is approximately 7 acres per resident.<sup>19</sup> The population increase associated with the proposed Project would not noticeably reduce the existing ratio. The proposed Project would incorporate amenities, such as a fitness center, pools, multipurpose and community rooms, and open space and landscaping, that would reduce impacts on existing City facilities. In addition, the Applicant would be required to pay applicable community facilities development impact fees. Impacts would be less than significant.

### **Other Public Services**

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.<sup>20</sup> While the proposed Project would result in the generation of new residents, it is not expected to require the provision of additional library space to

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18 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013).

19 City of Burbank, *Burbank2035, Open Space and Conservation Element* (February 2013).

20 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013).

maintain adequate standards because the increase in population is consistent with assumptions indicated in the Burbank2035 EIR. Impacts would be less than significant.

### 6.1.13 Recreation

**Threshold:**                    **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**

There are more than 700 acres of parkland within the City, including 26 parks and other recreational facilities.<sup>21</sup> The proposed Project involves a mixed-use development that would slightly increase population and employment in the City. As such, it is reasonable to assume that the future occupants, guests, and employees of the proposed Project would utilize recreation and park facilities in the surrounding area. However, the total number of new residents, guests, and employees would represent a relatively small increase to the existing population. The proposed Project would also incorporate amenities, such as fitness centers, pools, and roof decks, that would meet some of the recreational needs of the residents and guests. In addition, the Applicant would be required to pay applicable community facilities development impact fees, which would support City-funded parks. Therefore, impacts would be less than significant.

**Threshold:**                    **Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment**

A significant impact could occur if the proposed Project were to include the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The proposed Project includes on-site resident and guest amenities, such as swimming pools, exercise rooms, and roof decks. These amenities are functional components of the proposed Project and would not have an adverse effect on the environment. Other recreational facilities are not included or are required to be constructed. Impacts would be less than significant.

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21 City of Burbank, *Burbank2035 Environmental Impact Report* (February 2013).

### 6.1.14 Transportation and Traffic

**Threshold:** 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

A significant impact would occur if the proposed Project included an aviation-related use and would result in safety risks associated with such use. The proposed Project does not include any aviation-related uses. Therefore, impacts would be less than significant.

**Threshold:** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

A significant impact would occur if the proposed Project includes a new roadway design or introduces into an area specific transportation requirements, characteristics, project access, or other features that if designed in such a way could create hazardous conditions. Implementation of the proposed Project would not alter existing roadways or create unusual design features that could affect traffic or circulation. Impacts would be less than significant.

**Threshold:** Result in inadequate emergency access

A significant impact could occur if the proposed Project design were not to provide adequate emergency access, or if the Project were to threaten the ability of emergency vehicles to access and serve adjacent uses. Development of the Project site may require partial street closures during construction. However, any such closures would be temporary in nature and would be coordinated with the City. Such closures may cause temporary inconvenience but would not substantially interfere with emergency response or evacuation plans. Project operation does not include features that would obstruct emergency vehicle access to the Project site or adjacent uses in the vicinity. Access to the proposed structures will be reviewed by the City for conformity to building and safety codes as part of the approval and permitting process. As such, impacts would be less than significant.

### 6.1.15 Utilities and Service Systems

**Threshold:** Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board

A significant impact could occur if the wastewater generated from the proposed Project were to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board. Wastewater collection and treatment are provided by the City through the Burbank Water Reclamation Plant. The City is responsible for ensuring that its treatment meets all State and federal treatment requirements. Wastewater from the proposed Project would have pollutant-load characteristics typical of residential,

commercial retail and restaurant, hotel, and office uses already treated by the City. It is important to note an Industrial Wastewater Permit would be required for discharges of non-stormwater to the storm drain system, Waters of the State, and industrial waste discharges to points other than to the City's Publicly Owned Treatment Works (POTW). As such, impacts would be less than significant.

**Threshold:                    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**

A significant impact could occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project site. The Project site is currently developed impervious surfaces that direct stormwater runoff into the City's storm drain system. The Project site would likewise be predominantly comprised of impervious surfaces. As the net change in impervious surface would be negligible compared to existing conditions, the proposed Project would not create substantial additional stormwater runoff. Furthermore, a LID Plan (see **Appendix I**) was prepared to estimate the required treatment flows and volumes. The proposed Project would incorporate cisterns designed to store a specific volume of water with no surface discharge until the volume is exceeded. Other BMPs, such as planter boxes, would also be incorporated as part of the proposed Project to prevent storing excess water by watering the roots of the plants. Impacts would be less than significant.

**Threshold:                    Comply with federal, state, and local statutes and regulations related to solid waste**

A significant impact could occur if the proposed Project were to generate solid waste that was not disposed of in accordance with applicable regulations. The proposed Project would generate solid waste during both construction and operation that is typical of residential, commercial retail and restaurant, hotel, and office uses. The proposed Project is expected to comply with all federal, State, and local statutes and regulations regarding disposal. Impacts would be less than significant.

## 6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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Section 15126.2 (c) of the California Environmental Quality Act (CEQA) Guidelines, as amended, requires that an EIR include discussion of irreversible environmental change. The CEQA Guidelines indicate that “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” and “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” Impacts could consist of reduction in availability of resources; change that commits future generations to specific land uses; or accidents that could cause irreversible damage.

Construction and operation of the proposed Project would consume non-renewable resources, such as building materials and fuel and operational materials/resources. The proposed Project would consume certain types of lumber; steel and other metals; aggregate materials used in concrete and asphalt, such as sand, stone, and water; and petrochemical construction materials such as plastic, petroleum-based construction materials, and other similar slowly renewable or nonrenewable resources. Energy in the form of fossil fuels would be consumed during construction. Similar resources would also be consumed during ongoing Project operation. The energy consumed in developing and maintaining the site for urban use may be considered a permanent investment of resources. However, this resource consumption would be consistent with the form and level of growth and change already projected for the City of Burbank and the County of Los Angeles. Due to the overall demand in the region, use of such resources would occur regardless of whether or not the proposed Project is approved. Furthermore, the location and design of the proposed Project would achieve a more efficient than average per capita consumption of resources and would promote growth that is consistent with Burbank2035.

The Project site is located in downtown Burbank on a site already committed to urban uses. As such, the proposed Project would not commit the City to a use at that location that was not anticipated.

The proposed Project does not involve the use or transport of materials that through accidental release could cause irreversible environmental damage.

Based on the above, the proposed Project would not result in significant irreversible environmental change.

## 6.3 GROWTH-INDUCING EFFECTS

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Section 15126.2 (d) of the CEQA Guidelines, as amended, requires that an EIR include discussion of the potential growth-inducing impacts of a project. Growth-inducing impacts are defined as the ways a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Such a discussion should also include projects that would remove obstacles to population growth and the characteristics of a project, which may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental, or of little significance to the environment.

Based on the CEQA Guidelines, a project has the potential to foster economic or population growth in a geographic area if it meets any of the following criteria:

- Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area).
- Urbanization of land in a remote location (leapfrog development).
- Economic expansion or growth occurring in an area in response to a project (e.g., changes in revenue base, employment expansion, etc.).
- Establishment of a precedent-setting action (e.g., a change in zoning or general plan designation).

Should a project meet any one of these criteria, it may be considered growth inducing under CEQA. An evaluation of the proposed Project in relation to these growth-inducing criteria is provided in this section.

### 6.3.1 Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water, sewer, or electrical service), while planning impediments may include restrictive zoning and/or general plan designations.

The Project site is located in the Burbank Center Plan (BCP) area within downtown Burbank. The Project site is within an area identified for commercial uses by Burbank2035 and the BCP. An established transportation network exists in the surrounding area that offers local and regional access to the Project site. Existing water and wastewater systems serve the Project site. The proposed Project would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and

planned for on a regional level. Given the urban nature of the Project site and surroundings, the existence of established infrastructure, and the consistency of the proposed improvements with applicable plans, approval of the Project would not result in a removal of impediments to growth.

### **6.3.2 Urbanization**

The Project site is located in downtown Burbank, an area already urbanized. As such, implementation of the proposed Project would not result in urbanization of land in a remote location. Therefore, impacts would not be growth inducing.

### **6.3.3 Economic Expansion**

The proposed Project would bring new residents, employees, and hotel guests to downtown Burbank. This growth is anticipated to enhance the vitality of downtown Burbank. The proposed Project would provide for short-term construction employment opportunities. It is anticipated that construction employees would commute from elsewhere in the region, rather than relocate to the City of Burbank for a temporary assignment.

Long-term growth would occur because the proposed Project would enhance the value of the site and economic vitality of the City through the creation of a redevelopment project at an existing underutilized site that is responsive to market demands. It would expand the economic base of the City by generating additional property and sales tax revenue and by elevating the activity level of the area. The increase of residents and employees associated with the proposed Project may result in a slight corresponding increase in demand for City goods and services. However, given the relatively small size of potential population growth from the proposed Project in relation to City population, the economic contribution of the proposed Project alone would not be considered growth inducing.

### **6.3.4 Precedent-Setting Action**

Precedent setting actions could include approvals that have implications for other properties or that could make it easier for other properties to develop. Development can be considered growth inducing when it requires the extension of urban infrastructure into isolated locations that are presently devoid of such facilities.

The Project site is situated in an area that is surrounded to the north, east, south, and west by urban areas containing established infrastructure. Land uses surrounding the Project site include hotel and related open space uses to the north; multifamily senior residential uses and a warehouse to the east; an auto body shop and a single-family residence to the south; and hotel and commercial uses to the west.

Consequently, the Project would not induce growth under this criterion because it would not result in the urbanization of land in an isolated location.

As stated in **Section 4.6, Land Use and Planning**, the Applicant is requesting a zone change from BCC-2 to Planned Development (PD). This action is allowed by the Burbank Municipal Code (BMC) and consistent with City guidelines. Similar zone changes have been processed for other projects within the downtown, and in this case it would not be precedent setting.

Pursuant to BMC 10-1-19128, the Applicant will be required to enter into a Development Agreement with the City for the provision and guarantee of the terms, conditions, and regulations of the Planned Development as approved by the City Council.<sup>1</sup> The development agreement would be project specific and thus would not have implications for surrounding land uses around the Project area, nor would it trigger a rezoning of surrounding areas to accommodate the proposed Project. Therefore, impacts would not be growth inducing.

#### **6.3.4 Summary of Growth Effects**

The development of the proposed Project would not result in growth-inducing effects as outlined under CEQA. The proposed Project would not substantially increase the potential to foster economic or population growth in a geographic area. As noted, the proposed Project would not result in removal of an impediment to growth, such as extending services to new areas, because the Project develops an existing underutilized urban site that is fully served by existing infrastructure and utilities. The proposed Project would not result in regional economic expansion or growth not already forecasted; it provides for residential, retail, and hotel or office uses to meet current regional market demands and demographic projections. Finally, the actions (e.g., Planned Development approval and Development Agreement and Development Review) necessary to implement the Project are not precedent setting.

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1 Burbank Municipal Code, Section 10-1-19128.

## 7.0 ORGANIZATIONS AND PERSONS CONSULTED

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This Environmental Impact Report (EIR) was prepared by the City of Burbank with the assistance of Meridian Consultants LLC. City of Burbank staff, report preparers, and consultants are identified below, along with agencies and individuals that provided information used to prepare this EIR.

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