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Prepared For:

City of Burbank
Community Development Department
Planning Division
150 North Third Street
Burbank, California 91510

Environmental Impact Report
**The Premier on First
Mixed Use Project**
SCH No. 2016021054



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JULY 2017

The Premier on First Mixed-Use Project

SCH No: 2016021054

Draft Environmental Impact Report

Prepared for:

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

Prepared by:

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A. OVERVIEW

The City of Burbank has received an application requesting approval of several discretionary actions to allow the development of two new buildings to be known as the Premier on First Mixed-Use Project (the “proposed Project”) in Downtown Burbank along the east side of South First Street between East Verdugo Avenue and East Tujunga Avenue (the “Project site”).

The City of Burbank (“Lead Agency”) has prepared this Draft Environmental Impact Report (EIR) for development of the proposed Project in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15050. This EIR has been prepared to evaluate specific environmental impacts associated with the proposed Project. The City, as the Lead Agency for the environmental review and after the comment/response process, is the certifying agency for the Final EIR.

CEQA Guidelines Section 15123 requires that an EIR include a summary identifying each significant effect on the environment with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

B. PROPOSED PROJECT

Project Location and Setting

The proposed Project is located within Los Angeles County in the City of Burbank. The Project site is located northeast of the Interstate 5 (I-5) Freeway and within the Burbank Center Plan of downtown Burbank. The Project site is bounded by South First Street on the southwest, East Verdugo Avenue on the southeast, East Tujunga Avenue on the northwest, and a multi-family residential building and warehouse on the northeast.

The Project site includes approximately 77,475 square feet of lot area (1.8 acres) and is currently identified by addresses 103, 121, 137 East Verdugo Avenue and 100 East Tujunga Avenue. The Project site is comprised of six parcels identified by Assessor’s Parcel Numbers (APNs) 2453-019-011, -012, -013, -015, -017, and -018.

A two-story, 47,000-square-foot building currently occupies the northwestern portion of the site. The balance of the site is surface parking, which includes approximately 136 parking spaces on the eastern half and 28 parking spaces on the western half of the Project site. An alleyway bisects the Project site

from South First Street to South San Fernando Boulevard. Landscaping on the Project site is characterized by minimal vegetation along the perimeter and includes street trees, shrubs, and other ornamental plants.

Project Objectives

The CEQA Guidelines require an EIR to identify the objectives of a project, including the underlying purpose. The following objectives have been established for the proposed Project:

- 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.

Project Characteristics

The proposed Project would involve the demolition of an existing 2-story building and surface parking lots currently occupying the Project site and the construction of two new buildings containing a mix of uses. The Project includes residential and nonresidential components, with two development options defined for the nonresidential component. The residential component would consist of a 14-story multifamily residential building on the East Verdugo Avenue side of the site. The nonresidential component would consist of a second, 13- or 11-story building on the East Tujunga Avenue side of the site that would be developed as either a hotel or office building, respectively. Each component would occupy half of the Project site, separated by the existing alley. 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 architectural designs have been submitted to the City for review. In that scenario, the residential component would be built first as Phase 1 on the East Verdugo Avenue side of the site, and the nonresidential component would be built subsequently as Phase 2 on the Tujunga Avenue side of the site. The analysis contained in this Draft EIR examines that scenario as the proposed development concept and also compares the potential impacts of other development scenarios allowed by the Development Agreement. Throughout this Draft EIR, the hotel option is referred to as “Phase 2A,” and the office option is referred to as “Phase 2B.” The characteristics of each phase of the proposed Project are described below and further discussed in **Section 2.0, Project Description**.

Phase 1

Phase 1 of the proposed Project involves the construction on the southern portion of the site of a 14-story mixed-use residential building containing 154 units and approximately 9,695 square feet of retail space. The proposed residential building would be approximately 164 feet in height and would include 3 levels of subterranean parking, a ground-level retail/restaurant space, 2 levels of above ground parking, 11 levels of residential units, a podium level containing a pool deck and other amenities, and a rooftop terrace. Phase 1 of the proposed Project would provide 270 subterranean parking spaces and 173 above-grade parking spaces. Phase 1 of the proposed Project would include decorative landscaping on the ground level, podium level, sixth- and eighth-level terraces, and roof terrace.

Access to the subterranean parking levels would be provided by a two-way entry/exit ramp along East Verdugo Avenue. Access to the above-ground parking levels would be provided by a two-way entry/exit ramp along East Verdugo Avenue, which also connects to the alley on the north side of the residential building. A porte cochere would be located along East Verdugo Avenue for vehicle pickup and drop-offs.

In addition, two loading docks would be located along the alley on the north side of the residential building.

Phase 2A

Phase 2A of the proposed Project involves the construction on the northern portion of the site of a 13-story mixed-use hotel building containing 230 guest rooms and approximately 5,900 square feet of retail/restaurant space. The proposed hotel building would be approximately 159 feet in height and would include 3 levels of subterranean parking, ground-level retail/restaurant space, a conference center on the second story, 9 levels of hotel rooms, a podium level containing a pool deck and other amenities, and conference rooms on the top floor. Phase 2A of the proposed Project would provide 243 subterranean parking spaces. Phase 2A of the proposed Project would include decorative landscaping on the ground level, podium level, the sixth- and eighth-floor terraces, and accessory rooftop terraces.

Access to the subterranean parking levels would be provided by a two-way entry/exit ramp located along East Tujunga Avenue at the western edge of the Project site. A porte cochere would be located along East Tujunga Avenue that would allow for drop-off and valet drop-off service. In addition, two loading docks would be located along the alley on the south side of the hotel building.

Phase 2B

Phase 2B of the proposed Project involves the construction on the northern portion of the site of an 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. The proposed office building would be approximately 149 feet in height and would include 3 levels of subterranean parking, a ground-level retail space, 2 levels of aboveground parking, and 8 levels of office space. Phase 2B of the proposed Project would provide 266 subterranean parking spaces and 172 above-grade parking spaces. Phase 2B of the proposed Project would include decorative landscaping on the ground level, podium level, and the sixth-level terrace.

Access to the subterranean levels would be provided by a two-way entry/exit ramp located along East Tujunga Avenue at the western edge of the Project site. Access to the above-ground parking levels would be provided by a two-way entry/exit ramp along East Tujunga Avenue, which also connects to the alley on the south side of the residential building. In addition, two loading docks would be located along the alley on the south side of the office building.

Project Phasing and Schedule

The proposed Project would be constructed in two phases—Phase 1 and Phase 2A/2B. Construction activities associated with both phases of the proposed Project would be undertaken in three primary

stages: (1) demolition and site clearing; (2) grading and site preparation; and (3) building construction. It should be noted that demolition activities for the existing 2-story building on the northwestern portion of the site would only be associated with Phase 2A/2B. After completion of site-clearing activities, excavation for relevant subterranean parking levels would begin. Off-site improvements would include standard 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 streetlight installation.

Phase 1 of the proposed Project is expected to begin in mid-2018 and finish by late 2019. Upon completion of Phase 1, Phase 2A/2B would begin in early 2020 and finish in early 2022.

Project Approvals

The City of Burbank, as Lead Agency, would be required to take the following actions to implement the Project:

- Zone Change from Burbank Center Commercial Limited Business (BCC-2) to Planned Development (PD) pursuant to Burbank Municipal Code 10-1-19121
- Development Review for new mixed-use over 1,000 square feet
- Development Agreement
- Engineering and building permits

C. SIGNIFICANT IMPACTS AND MITIGATION

This EIR is focused on those environmental impact topics identified by the City as having potentially significant impacts during the scoping process conducted for this Project. A summary of the impacts, mitigation measures, and residual impacts for the proposed Project is provided in **Table ES-1, Summary of Project Impacts, Mitigation Measures, and Residual Impacts**.

**Table 1.0-2
Summary of Project Impacts, Mitigation Measures, and Residual Impacts**

Threshold	Impact	Mitigation Measures	Residual Impact
<i>Aesthetics</i>			
Substantially degrade the existing visual character or quality of the site and its surroundings.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	Less than significant	No mitigation is required.	Impacts would be less than significant.
<i>Air Quality</i>			
Conflict with or obstruct the implementation of the regional air quality management plan.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)/	Less than significant	No mitigation is required.	Impacts would be less than significant.
Expose sensitive receptors to substantial pollutant concentrations.	Potentially significant exposure of on-site	AQ-1 Particulate Filter Efficiencies: Install and maintain air filtration systems with efficiencies equal to or exceeding minimum efficiency reporting values as	Impacts would be less than significant after

Threshold	Impact	Mitigation Measures	Residual Impact
	residents due to proximity to freeway	defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers Standard 52.2.	mitigation.
Cultural Resources			
Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5.	Potentially significant during construction	Mitigation Measure MM TCR-1 shall be implemented.	Impacts would be less than significant.
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially significant during construction	Mitigation Measure MM TCR-1 shall be implemented.	Impacts would be less than significant.
Disturb any human remains, including those interred outside of formal cemeteries.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Geology and Soils			
<p>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving Seismic-related ground failure, including liquefaction.</p> <p>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	Potentially significant due to liquefaction risk	<p>GEO-1 Prior to the issuance of building permits, building code supplemental borings shall be conducted and analyzed to the following parameters:</p> <ul style="list-style-type: none"> • The Supplemental Borings shall be conducted and analyzed in accordance with the 2008 SP 117. • Analysis shall be conducted by a certified civil engineer or registered engineering geologist • Borings shall extent to a depth of 20 feet below the lowest planned depth of the structure. 	Impacts would be less than significant after mitigation.

Threshold	Impact	Mitigation Measures	Residual Impact
		<ul style="list-style-type: none"> • Borings shall consist of alternating California Ring and Standard Penetration Test (SPT) samples to provide density data for each layer. • Boring samples shall be tested based on saturated densities and utilizing SPT sample with a calculated Factor of Safety of 1.5 and a predominant earthquake magnitude based on 2 percent probability of exceedance in 50 years. • Any resulting geotechnical design recommendation shall be incorporated into the construction drawings and specifications prior to approval of final Project plans and issuance of building permits. 	
<p>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant.</p>
Greenhouse Gas Emissions			
<p>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>Less than significant</p>	<p>While the analysis did not identify any potentially significant impacts related to GHG emissions, the proposed Project shall still implement the following mitigation measure from the Burbank2035 EIR to further reduce the construction GHG emissions:</p> <p>GHG-1 To reduce construction-generated GHG emissions, projects seeking discretionary approval from the City shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of</p>	<p>Impacts would be less than significant after mitigation.</p>

Threshold	Impact	Mitigation Measures	Residual Impact
		<p>the site undergo construction.</p> <p>The project applicant(s) for any particular discretionary project may submit a report to the City that substantiates why specific measures are considered infeasible for construction of that particular discretionary project and/or at that point in time. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>The recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:</p> <ol style="list-style-type: none"> 1) Improve fuel efficiency of construction equipment: <ul style="list-style-type: none"> • Reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); • Perform equipment maintenance (inspections, detect failures early, corrections); • Train equipment operators in proper use of equipment; • Use the proper size of equipment for the job; and • Use equipment with new technologies (repowered engines, electric drive trains). 2) Use alternative fuels for electricity generators and welders at construction sites such as 	

Threshold	Impact	Mitigation Measures	Residual Impact
		propane or solar, or use electrical power. 3) Use an ARB-approved low-carbon fuel for construction equipment. Emissions of NOx from the use of low carbon fuel must be reviewed by the City prior to installation. 4) Reduce electricity use in the construction offices by using best-available technology and replacing heating and cooling units with more efficient ones. 5) Recycle or salvage nonhazardous construction and demolition debris. 6) Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). 7) Develop a plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.	
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Land Use and Planning			
Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation is required.	Impacts would be less than significant.

Threshold	Impact	Mitigation Measures	Residual Impact
Noise			
<p>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.</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant.</p>
<p>Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.</p> <p>Result in substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	<p>Potentially significant during construction</p>	<p>NOI-1 During demolition and construction activities, utilize demolition methods to minimize vibration, where feasible:</p> <ul style="list-style-type: none"> • 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. 	<p>Impacts would be significant and unavoidable.</p>

Threshold	Impact	Mitigation Measures	Residual Impact
Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Transportation and Traffic			
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.	Potentially significant cumulative impacts during construction	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.	Cumulative impacts would be less than significant after mitigation.
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.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Tribal Cultural Resources			

Threshold	Impact	Mitigation Measures	Residual Impact
<p>a. 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:</p>			
<p>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).</p>	<p>Less than significant</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant.</p>
<p>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.</p>	<p>Potentially significant during construction</p>	<p>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:</p> <ol style="list-style-type: none"> 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 	<p>Impacts would be less than significant after mitigation.</p>

Threshold	Impact	Mitigation Measures	Residual Impact
		<p>archaeologist shall be empowered to change the status rating of any given area, based on field observations.</p> <p>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 proponent 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.</p> <p>4. If cultural resources discovered during construction are identified by the principle archeologist as Native American in origin, the City shall notify the tribal representative of the Gabrieleño Band of Mission Indians—Kizh Nation and Fernandefio Tataviam Band of Mission Indians, and the treatment plan shall be developed and implemented in consultation with the tribal representatives.</p>	
Utilities and Service Systems			
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant	Less than significant	No mitigation is required.	Impacts would be less than significant.

Threshold	Impact	Mitigation Measures	Residual Impact
environmental effects.			
Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed.	Less than significant	No mitigation is required.	Impacts would be less than significant.
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.	Potentially Significant due to existing capacity deficiencies in the wastewater conveyance system	WW-1: The proposed uses shall not be occupied until after the construction of Phase 2 of the Providencia Relief Sewer Project is complete.	Impacts would be less than significant.
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Conflict with adopted energy conservation plans.	Less than significant	No mitigation is required.	Impacts would be less than significant.
Use non-renewable resources in a wasteful and inefficient manner.	Less than significant	No mitigation is required.	Impacts would be less than significant.

D. ALTERNATIVES TO THE PROJECT

Section 15126.6(a) of the State CEQA Guidelines requires an EIR to “describe the 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 will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Section 15126.6(b) s emphasizes that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project.

This EIR describes alternatives that involve partial implementation of the Project that would reduce impacts through less construction and less future activity (see **Section 5.0, Alternatives**). However, the impacts associated with the proposed Project would not be fully avoided. Furthermore, a reduced development alternative would not fully attain the objectives of the Project.

E. REVIEW PROCESS

As further described in **Section 1.0, Introduction**, the City prepared an Initial Study and circulated a Notice of Preparation (NOP) to State, regional, and local agencies, and members of the public for a 30-day review period. The purpose of public and agency review of the NOP is to assist in identifying potential environmental effects of the Project.

Subsequently the City has prepared this Draft EIR. The purpose of this Draft EIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project, and mitigation measures and alternatives that may be adopted to reduce those impacts. This Draft EIR will be circulated to State, regional, and local agencies, and to members of the public, for a 45-day review period.

F. AREAS OF CONTROVERSY

The State CEQA Guidelines¹ require that the summary of a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Some issues of concern were expressed at the public scoping meetings for the Draft EIR and through comments on the NOP (see **Appendix A**). The following issues of concern have been identified:

- Aesthetic impacts of the Project on the streetscape and skyline. Aesthetic impacts are discussed in **Section 4.1, Aesthetics**.

1 California Public Resources Code, tit. 14, sec. 15123.

- The density and scale of the proposed Project, as well as housing affordability in downtown Burbank. Consistency with development standards are discussed in **Section 4.6, Land Use and Planning**.
- Traffic, construction, and operational air quality impacts. Air quality impacts are discussed in **Section 4.2, Air Quality**.
- Traffic on the local roadways and impacts on transit facilities; discussed in **Section 4.8, Transportation and Traffic**.
- Potential conflicts with existing utility infrastructure located within the Project area; discussed within **Section 4.10, Utilities and Service Systems**.

G. ISSUES TO BE RESOLVED

The State CEQA Guidelines² require that the summary of an EIR present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City regarding the proposed Project are:

- Whether the proposed mitigation measures are sufficient;
- Whether proposed mitigation measures should be adopted or modified; and
- Whether the proposed Project, or an alternative, should or should not be approved.

² California Public Resources Code, tit. 14, sec. 15123(b)(3).

1.0 INTRODUCTION

1.1 PURPOSE

The City of Burbank (“the City”) has received an application requesting approval of several discretionary actions to allow the development of two new buildings to be known as the Premier on First Mixed-Use Project (the “proposed Project”) proposed in Downtown Burbank along the east side of South First Street between East Verdugo Avenue and East Tujunga Avenue (the “Project site”).

The California Environmental Quality Act (CEQA) requires that a public agency of the State of California conduct an environmental review to identify potential environmental impacts of a project subject to an approval action, unless the project is otherwise exempt or excluded. For this Project, the City of Burbank is the primary approving agency and, therefore, for CEQA purposes is known as the Lead Agency.

CEQA was enacted to ensure that decision makers are aware of the environmental consequences of their decisions, that the public is involved, and that ways are sought to avoid or reduce significant effects. As described in Section 15121(a) and 15362 of the State CEQA Guidelines, an Environmental Impact Report (EIR) is an informational document that will inform public agency decision makers and the public of the potential environmental effects of a project; identify possible ways to mitigate any significant effects; and identify and evaluate a reasonable range of alternatives to the project that could mitigate or avoid the project’s potential significant effects while still feasibly accomplishing the goals of the project.

This Draft EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for adequacy of an EIR:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

This Draft EIR includes a description of the proposed Project and a summary of the existing environment. For each of these topics, the Draft EIR contains a section which evaluates the effects of the Project and if significant impacts are identified, mitigation measures are proposed. This Draft EIR also includes a description of potential alternatives to the proposed Project and evaluates whether these alternatives would result in environmentally superior outcomes.

1.2 ENVIRONMENTAL REVIEW PROCESS

The CEQA Guidelines define a process for environmental review that includes a series of steps that must be completed prior to the Lead Agency's taking action on a project.

On February 12, 2016, the City of Burbank circulated a Notice of Preparation (NOP) (State Clearinghouse Number [SCH] 2016021054) and an Initial Study for review and comment by the public, responsible agencies, and reviewing agencies indicating that an EIR should be prepared for the proposed Project. The 30-day NOP review period ended on March 14, 2016. A copy of the NOP and Initial Study are provided in **Appendix A** of this Draft EIR.

During the NOP comment period, written comments were received from five public agencies: the California Department of Transportation, the California Native American Heritage Commission, the South Coast Air Quality Management District, the Los Angeles County Metropolitan Transportation Authority, and the Metropolitan Water District of Southern California. In addition, six individual letters were received from members of the community. Copies of the comment letters are provided in **Appendix A** of this Draft EIR. Additionally, the City held scoping meetings on March 7 and March 28, 2016; a summary of the comments made at the scoping meeting is also provided in **Appendix A**.

CEQA requires that the Lead Agency provide the public and agencies the opportunity to review and comment on the Draft EIR. The City is providing a 45-day period for review and comment on this Draft EIR, starting **July 19, 2017** and ending **September 4, 2017**.

Copies of this Draft EIR have been sent to the State Clearinghouse, responsible agencies, agencies that have commented on the NOP, and all other interested parties that have requested notice and copies of the Draft EIR. A complete distribution list is included in **Appendix B** of this Draft EIR.

In addition, the Draft EIR is available on the City's website at:

<http://www.burbankca.gov/departments/community-development/planning/current-planning/the-premier-on-first>

Interested individuals, organizations, responsible agencies, and other agencies can provide written comments about the Draft EIR addressed to:

City of Burbank
Community Development Department
Planning Division
150 North Third Street
Burbank CA 91502
Attention: Jeff Hamilton

Comments may also be sent by facsimile to (818) 238-5150 or by email to jhamilton@migcom.com. Please place “The Premier on First Mixed-Use Project Draft EIR” in the subject line and include the name of a contact person within the commenting agency (if applicable). After completion of the 45-day review period, a Final EIR will be prepared that includes responses to comments submitted on the Draft EIR and any necessary corrections or additions to the Draft EIR. The Final EIR will be made available to agencies and the public prior to the Lead Agency’s determination on the proposed Project. Once the Final EIR is complete, the City may certify the Final EIR, prepare Findings, and issue a Notice of Determination, the final step in the CEQA process.

1.3 ORGANIZATION OF THIS EIR

As stated, a principal objective of CEQA is to ensure that the environmental review process be a public one. In meeting this objective, an EIR informs members of the public, reviewing agencies, and decision makers of the physical impacts associated with a project. To this end, specific features have been incorporated into this EIR to make it more understandable for non-technical oriented reviewers while providing the technical information necessary for the City to proceed with processing the proposed Project. Sections of the Draft EIR are organized as follows:

The **Executive Summary** contains a brief summary of the proposed Project; necessary actions; potential significant effects with proposed mitigation measures; alternatives; areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved.

Section 1.0, Introduction, contains information on the CEQA process and organization of the EIR.

Section 2.0, Project Description, presents a detailed description of the proposed Project, including identification of all discretionary actions requiring approval to allow the implementation of the Project.

Section 3.0, Environmental Setting, describes the environmental setting of the Project site and surrounding areas, including a brief description of existing land uses and zoning.

Section 4.0, Consideration and Discussion of Environmental Impacts, contains analysis of the Project-related impacts, cumulative impacts and mitigation measures, if necessary, for environmental topics addressed in the EIR.

Section 5.0, Alternatives, discusses alternatives to the proposed Project that have been developed and analyzed to provide additional information on ways to avoid or lessen the impacts of the Project.

Section 6.0, Other CEQA Considerations, includes discussion of potential impacts determined not to be significant, and a discussion of significant irreversible environmental changes that would be caused by the

proposed Project should it be implemented, with a brief description of potentially irreversible uses of nonrenewable resources that would result from the Project. This section also includes a discussion of growth-inducing impacts and the potential for the proposed Project to remove impediments to growth, foster economic growth, result in a precedent-setting action, and develop or encroach on isolated open space.

Section 7.0, Organizations and Persons Consulted, lists persons involved in the preparation of this Draft EIR or who contributed information incorporated into this Draft EIR.

Section 8.0, References, lists the principal documents, reports, maps, and other information sources reviewed or referenced in the preparation of this EIR.

Appendices include technical information and other materials used in the preparation of this EIR.

1.4 AREAS OF KNOWN CONTROVERSY

The State CEQA Guidelines¹ require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Some issues of concern were expressed at the public scoping meetings for the Draft EIR and through comments on the NOP. The following issues of concern have been identified:

- Aesthetic impacts of the Project on the streetscape and skyline are discussed in **Section 4.1, Aesthetics**.
- The density and scale of the proposed Project, as well as housing affordability in downtown Burbank are discussed in **Section 4.6, Land Use and Planning**.
- Traffic, construction, and operational air quality impacts are discussed in **Section 4.2, Air Quality** and **Section 4.5, Greenhouse Gas Emissions**.
- Traffic on the local roadways and nearby freeway system is discussed in **Section 4.8, Transportation/Traffic**.
- Discussion of the City's Assembly Bill (AB) 52 consultation regarding potential tribal cultural resources is provided in **Section 4.9, Tribal Cultural Resources**.
- Impacts on existing bus operations and facilities is discussed in **Section 4.8, Transportation and Traffic**.

1 California Public Resources Code, tit. 14, sec. 15123.

- Potential conflicts with existing utility infrastructure located within the Project area are discussed within **Section 4.10, Utilities and Service Systems.**

1.5 ISSUES TO BE RESOLVED

The State CEQA Guidelines² require that an EIR present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City regarding the proposed Project are whether:

- Recommended mitigation measures should be adopted or modified;
- Additional mitigation measures need to be applied to the proposed Project; and
- The proposed Project should or should not be approved or an alternative approved.

2 California Public Resources Code, tit. 14, sec. 15123(b)(3).

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Burbank (“the City”) has received an application from Cusumano Real Estate Group (“the Applicant”) to permit the development of two new buildings to be known as the Premier on First Mixed-Use Project (“the proposed Project”) at 103 East Verdugo Avenue (“the Project Site”). The City has prepared this Draft Environmental Impact Report (EIR) to comply with the requirements of CEQA. As stated in Section 15124 of the CEQA Guidelines, an EIR must include a Project Description that describes the location and boundaries of the project; a statement of the project objectives sought; a general description of the project’s characteristics; and a brief description of the intended uses of the EIR.

2.2 PROJECT LOCATION

The Project site is located in the City of Burbank, in Los Angeles County, as shown in **Figure 2.0-1, Project Location**. Specifically, the Project site is located in downtown Burbank along the east side of South First Street between East Verdugo Avenue and East Tujunga Avenue, as shown in **Figure 2.0-2, Aerial View of Project Site**. The current addresses for the Project site include 103, 121, 137 E. Verdugo Avenue and 100 E. Tujunga Avenue. The Project site consists of six parcels identified by Assessor’s Parcel Numbers (APNs) 2453-019-011, -012, -013, -015, -017, and -018.

2.3 PROJECT OBJECTIVES

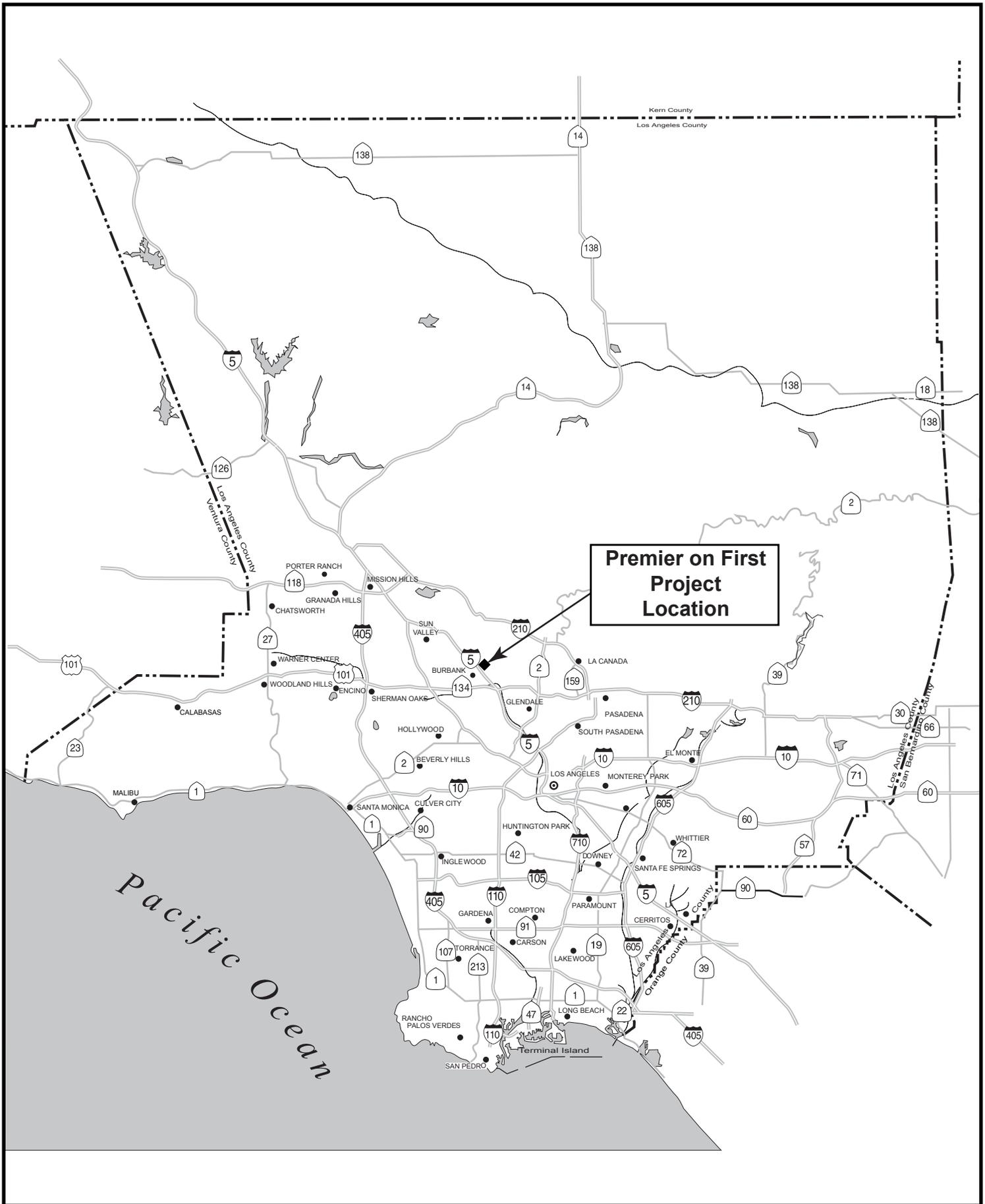
The CEQA Guidelines require an EIR to identify the objectives of a project, including the underlying purpose of the Project. The following objectives have been established for the proposed Project:

- 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 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.

2.4 PROJECT CHARACTERISTICS

The proposed Project would involve the demolition of an existing 2-story building and surface parking lots currently occupying the Project site and the construction of two new buildings containing a mix of uses. The proposed Project includes residential and nonresidential components, with two development options defined for the nonresidential component. The residential component would consist of a 14-story multifamily residential building. The nonresidential component would consist of a second, 13- or 11-story building that would be developed as either a hotel or office building, respectively. Each component would occupy half of the Project site, separated by the existing alley. 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 architectural designs have been submitted to the City for review. In that scenario, the residential component would be built first as Phase 1 on the East Verdugo Avenue side of the site, and the nonresidential component would be built subsequently as Phase 2 on the Tujunga Avenue side of the site. The analysis contained in this Draft EIR examines that scenario as the proposed development concept and also compares the potential impacts of other development scenarios allowed by the Development Agreement. Throughout this Draft EIR, the hotel option is referred to as “Phase 2A,” and the office option is referred to as “Phase 2B.” The characteristics of each phase of the proposed Project are described in detail below.



SOURCE: Meridian Consultants, LLC - January 2016

FIGURE 2.0-1



Project Location



SOURCE: Google Earth - 2015

FIGURE 2.0-2

Phase 1

Phase 1 of the proposed Project involves the construction of a residential building on the southern portion of the site, as illustrated in **Figure 2.0-3, Phase 1 Elevation—Verdugo**. The proposed residential building would be approximately 164 feet in height and would include 3 levels of subterranean parking, a ground-level retail/restaurant space, 2 levels of aboveground podium parking, 11 levels of residential units, and a roof deck.

Subterranean Parking

Underneath the residential building would be three levels of parking containing a total of 270 parking spaces. As shown in **Figure 2.0-4, Phases 1 and 2A Subterranean Parking Level 1**, would contain 87 standard spaces plus 2 handicap spaces; subterranean parking level 2, as shown in **Figure 2.0-5, Phases 1 and 2A Subterranean Parking Level 2**, would contain 87 standard spaces plus 2 handicap spaces; and subterranean parking level 3, as shown in **Figure 2.0-6, Phases 1 and 2A Subterranean Parking Level 3**, would contain 90 standard spaces plus 2 handicap spaces. Access to subterranean parking would be provided along East Verdugo Avenue through a two-way entry/exit ramp at the east edge of the Project site.

Ground Level

The ground level of the residential building would feature approximately 9,695 square feet of retail space divided between an approximately 1,700-square-foot space on East Verdugo Avenue at the southeast corner of the Project site and a larger, up to 7,900-square-foot space along the South First Street. There would also be a residential lobby and office, elevators, a mailroom, and storage, refuse, and maintenance/electrical spaces, as shown in **Figure 2.0-7, Phases 1 and 2A Ground Level**. A porte cochere would be located along East Verdugo Avenue for vehicle pickups and drop-offs. In addition, two loading docks would be located along the alley on the north side of the residential building.

Podium Parking

Phase 1 of the proposed Project would include two levels of aboveground parking containing a total of 173 parking spaces. Level 1 would contain 80 standard spaces, 3 compact spaces, and 2 handicap spaces, as shown in **Figure 2.0-8, Phase 1 Parking Level 1**. Level 2 would contain 86 standard spaces and 2 handicap spaces, as shown in **Figure 2.0-9, Phase 1 Parking Level 2**. Access to these aboveground parking levels would be by a two-way entry/exit ramp located off the alley on the north side of the residential building.

Residential Units

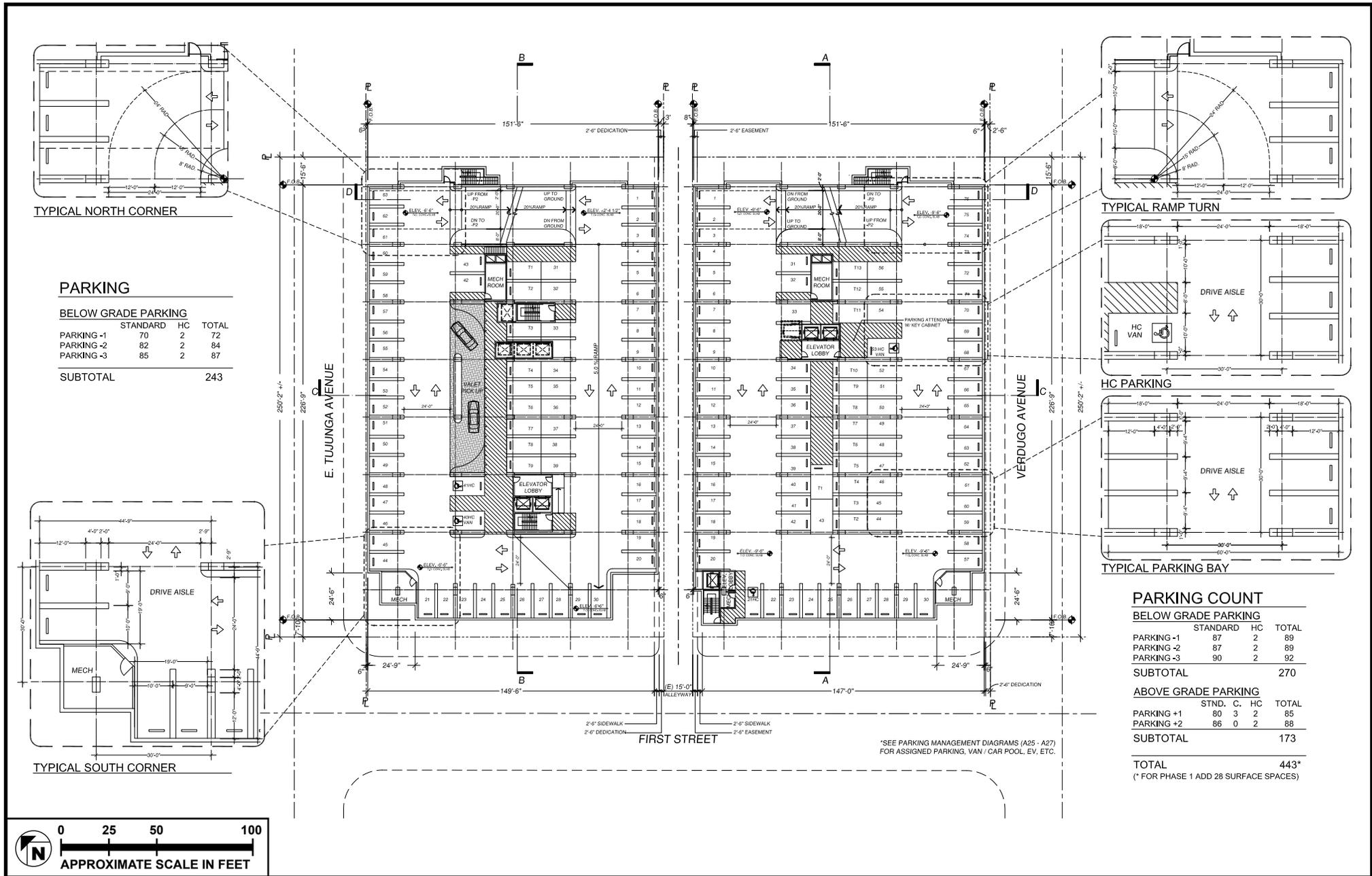
A total of 154 residential units would be included within Phase 1 of the proposed Project. The first floor (Podium Level) of residential units would contain a mix of 1-bedroom (approximately 830 square feet to 880 square feet) and 2-bedroom (approximately 1,140 square feet to 1,150 square feet) units for a total of 16 units (see **Figure 2.0-10, Phases 1 and 2A Podium Level 1**). In addition, the Podium Level would feature a pool and spa, barbeque areas, a sunbathing area, and a covered seating area around the pool deck. Residential floors two through five would feature a mix of 1-bedroom, 2-bedroom, and 1-bedroom + office (approximately 1,100 square feet to 1,150 square feet) units for a total of 18 units per floor, as shown in **Figure 2.0-11, Phases 1 and 2A Levels 2–5**. Residential floors six through nine would feature a similar mix of unit types, with a total of 14 units per floor, as part of the floor area would be allocated to terraces, shown in **Figure 2.0-12, Phases 1 and 2A Level 6** and **Figure 2.0-13, Phases 1 and 2A Level 7**. The Penthouse Level would occupy two floors and would contain a mix of 1-loft bedroom (approximately 1,702 square feet), 1-loft bedroom + office (approximately 1,800 square feet to 1,860 square feet), 2-bedroom + loft bedroom (approximately 2,690 square feet to 3,060 square feet), and 2-bedroom + loft office (approximately 2,125 square feet) units for a total of 10 units, as shown in **Figure 2.0-14, Phases 1 and 2A Penthouse Level**.

Roof Plan

Phase 1 of the proposed Project includes an approximately 4,630-square-foot rooftop terrace, shown in **Figure 2.0-15, Phases 1 and 2A Roof Plan**, that would feature a fire pit, outdoor television, game area, sunbathing area, and barbeques.

Architectural Design

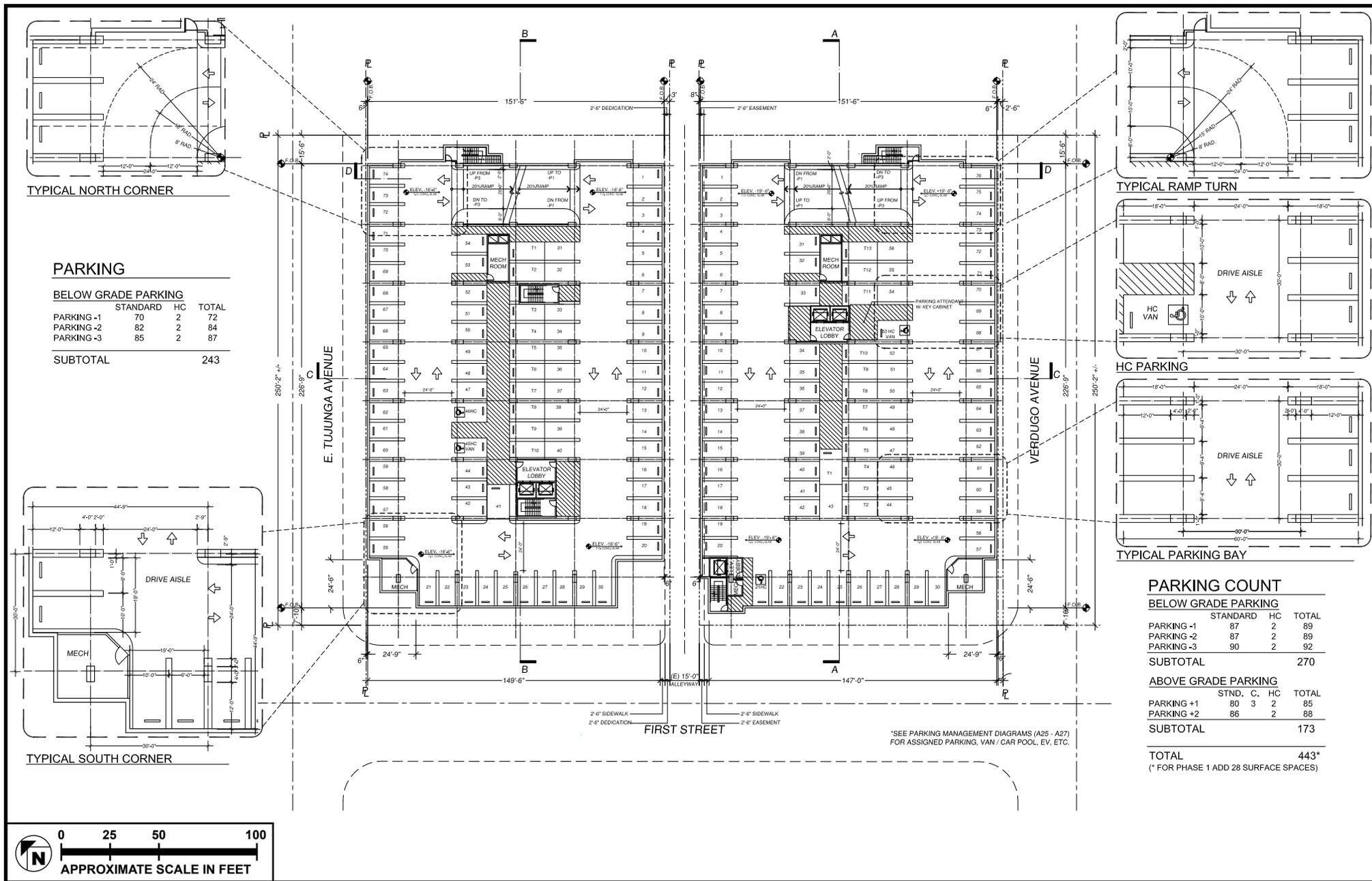
The proposed residential building has been designed in a contemporary architectural style, as shown in **Figure 2.0-3**. The building structure would feature exposed architectural concrete casts throughout the ground floor, parking levels, and residential levels. The ground floor would utilize a glass storefront system. The facades of the above ground parking levels would feature stainless steel fabric mesh panels as well as architectural accent panels with clear structural glass. The residential floor façades would be clad with an aluminum and high performance insulated glass curtain wall system and glass fiber reinforced concrete (GFRC) architectural panels. Balcony rails on the residential floors and the roof edge would be made with clear structural glass. The residential Podium Level would feature planters with a GFRC architectural finish on the outside of the building. As illustrated in **Figure 2.0-16, Phases 1 and 2A Landscaping Plan**, Phase 1 of the proposed Project would include decorative landscaping on the ground level, the Podium Level, the sixth- and eighth-level terraces, and the roof terrace.



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

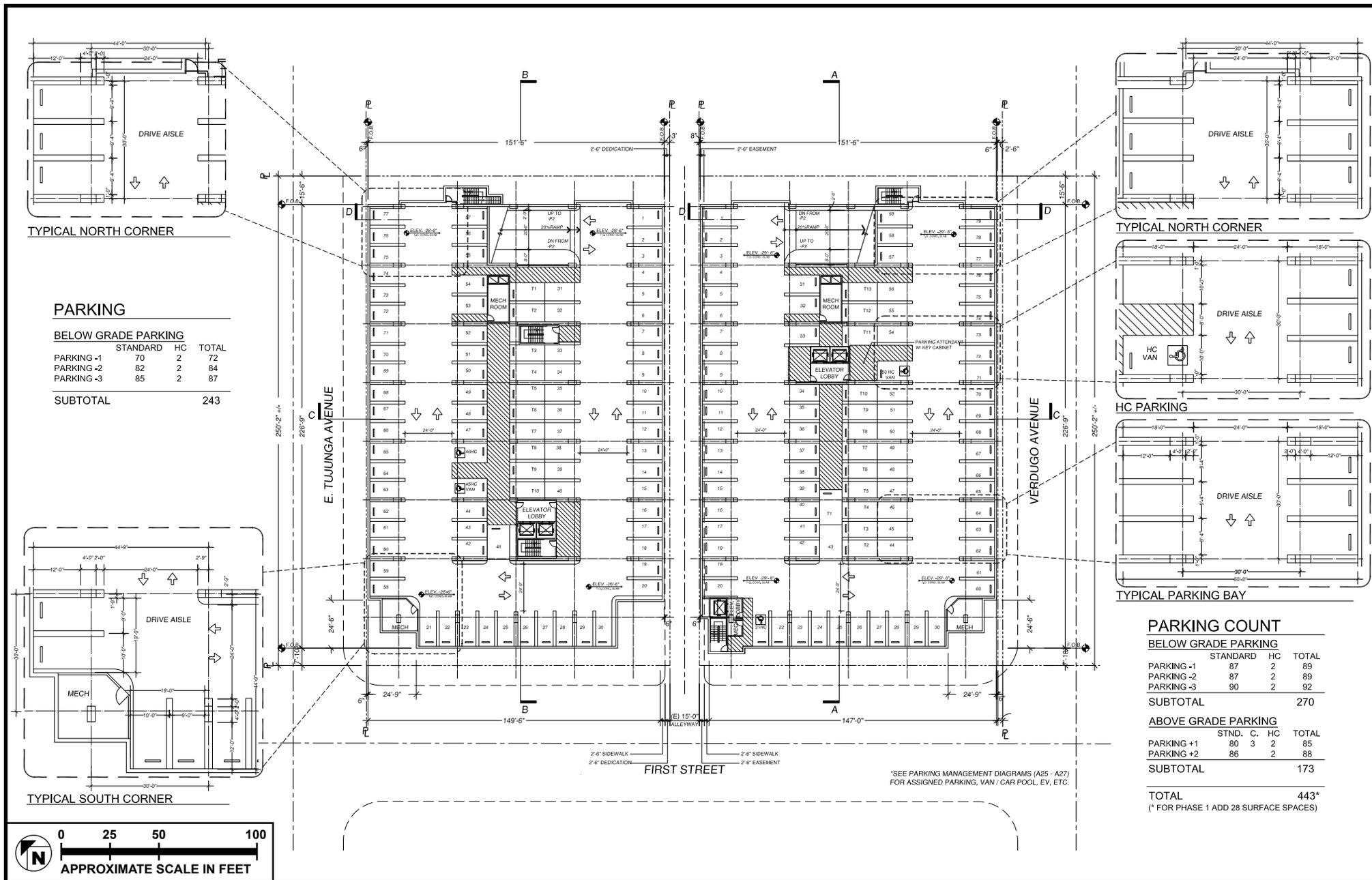
FIGURE 2.0-4

Phases 1 and 2A Subterranean Parking Level 1



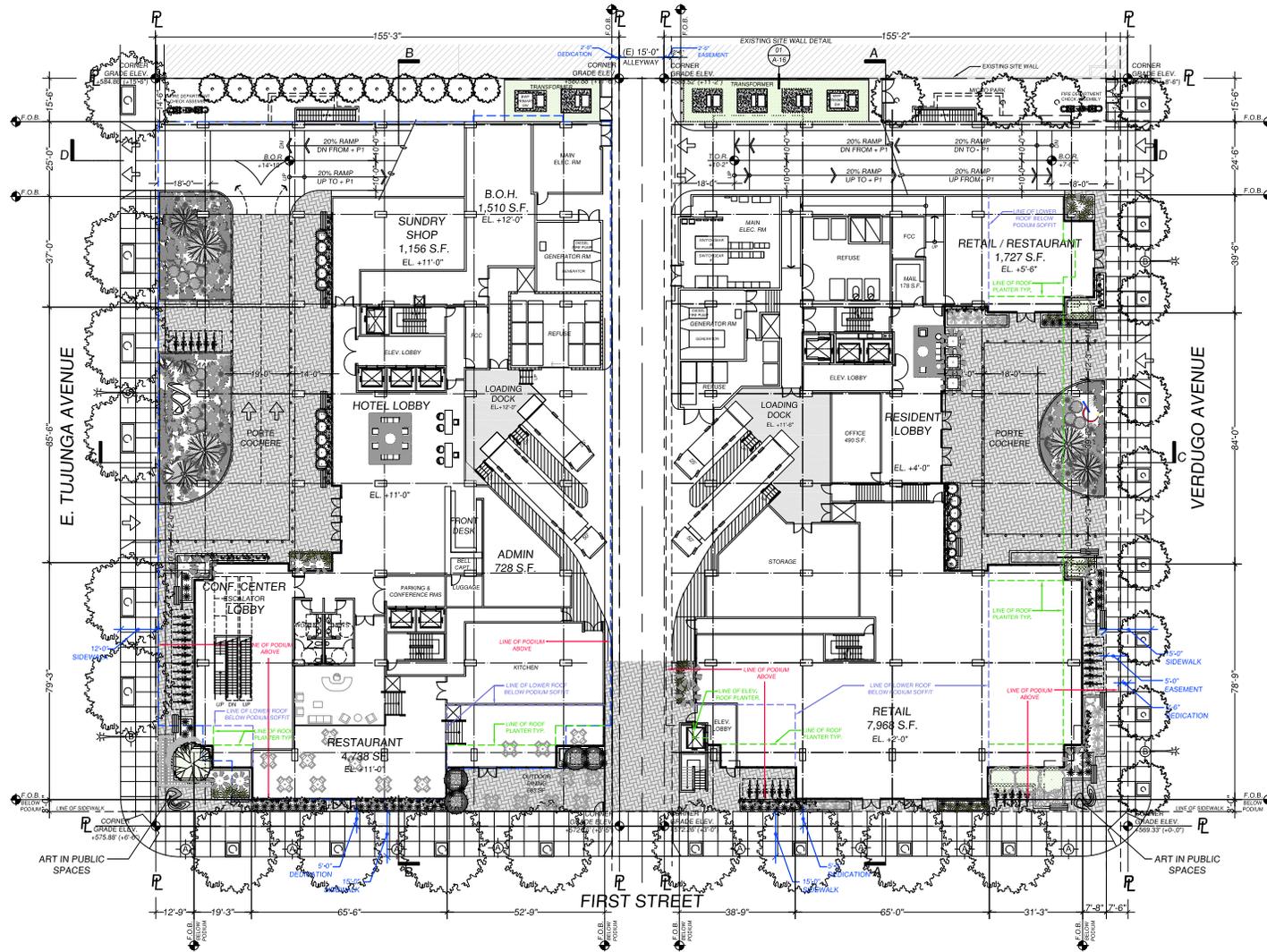
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-5

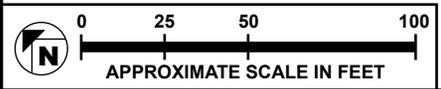


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-6



* SEE PARKING MANAGEMENT DIAGRAMS (A25 - A27) FOR ADDITIONAL BIKE RACKS

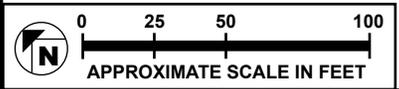
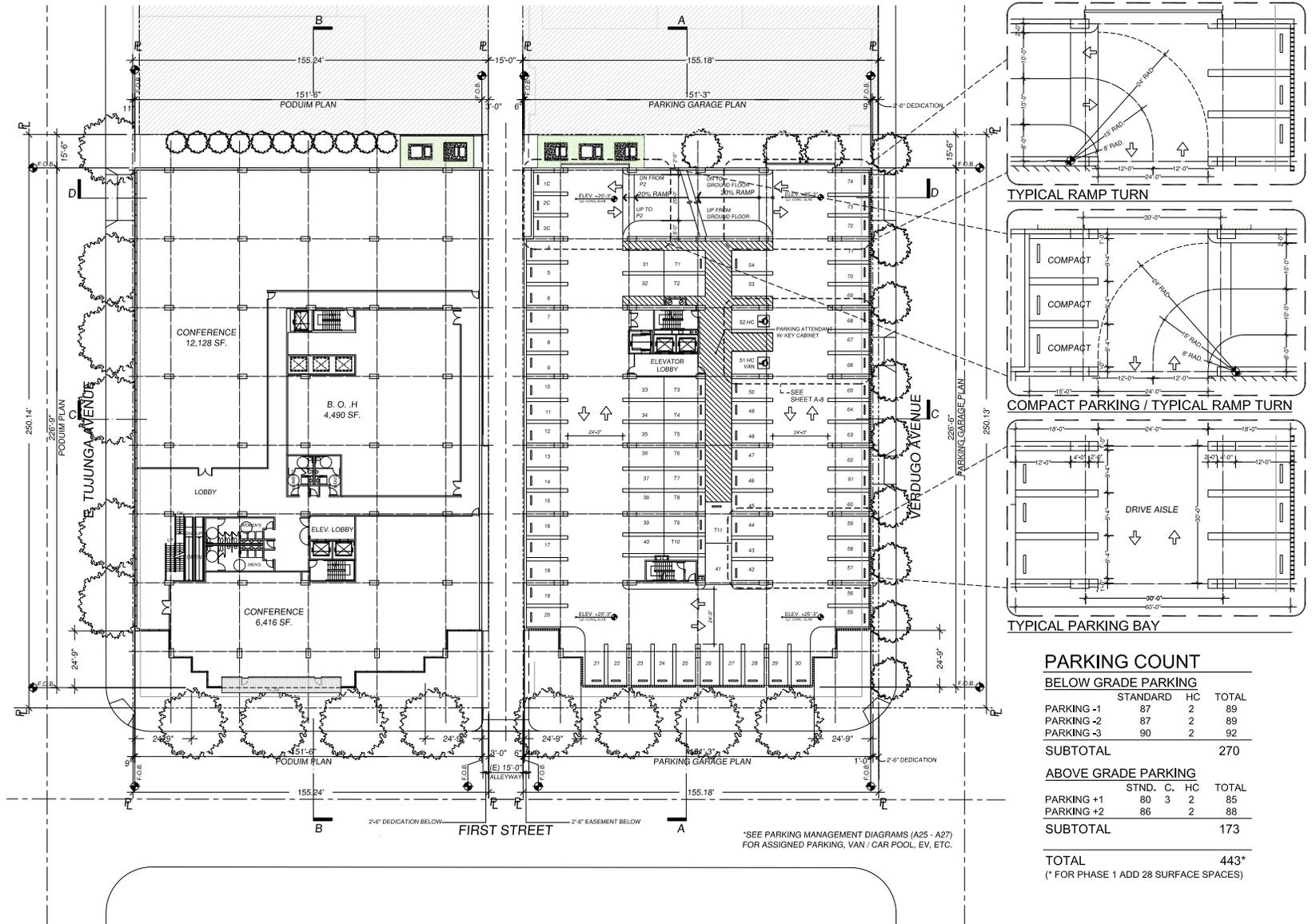


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-7

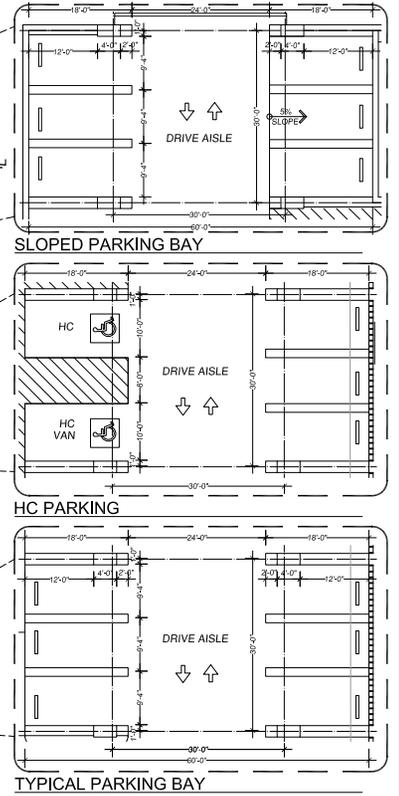
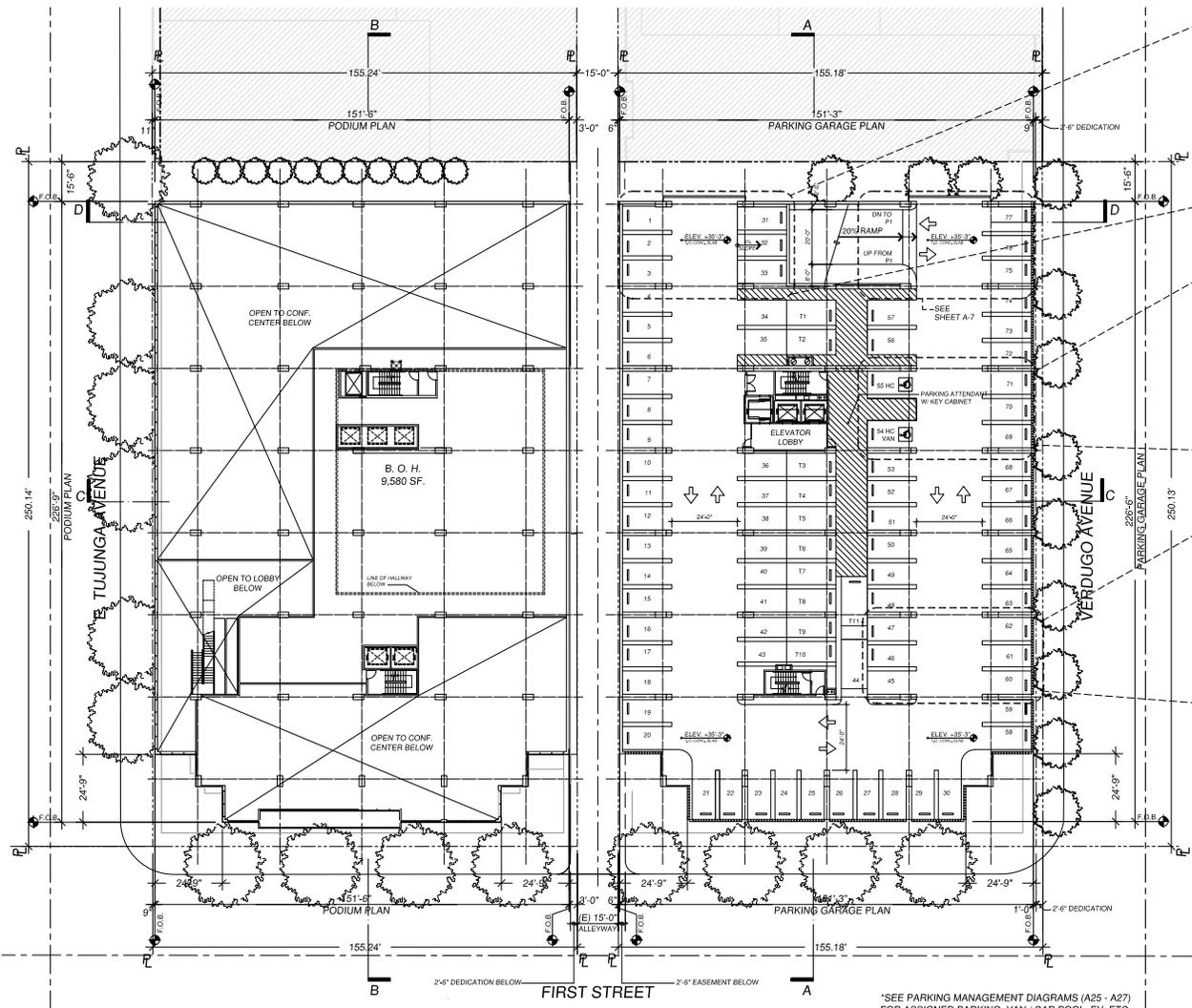


Phases 1 and 2A Ground Level



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

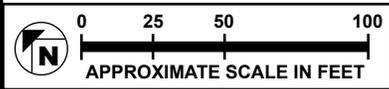
FIGURE 2.0-8



PARKING COUNT

BELOW GRADE PARKING				
	STANDARD	HC	TOTAL	
PARKING -1	87	2	89	
PARKING -2	87	2	89	
PARKING -3	90	2	92	
SUBTOTAL			270	
ABOVE GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING +1	80	3	2	85
PARKING +2	86		2	88
SUBTOTAL				173
TOTAL				443*

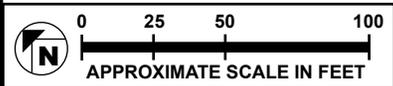
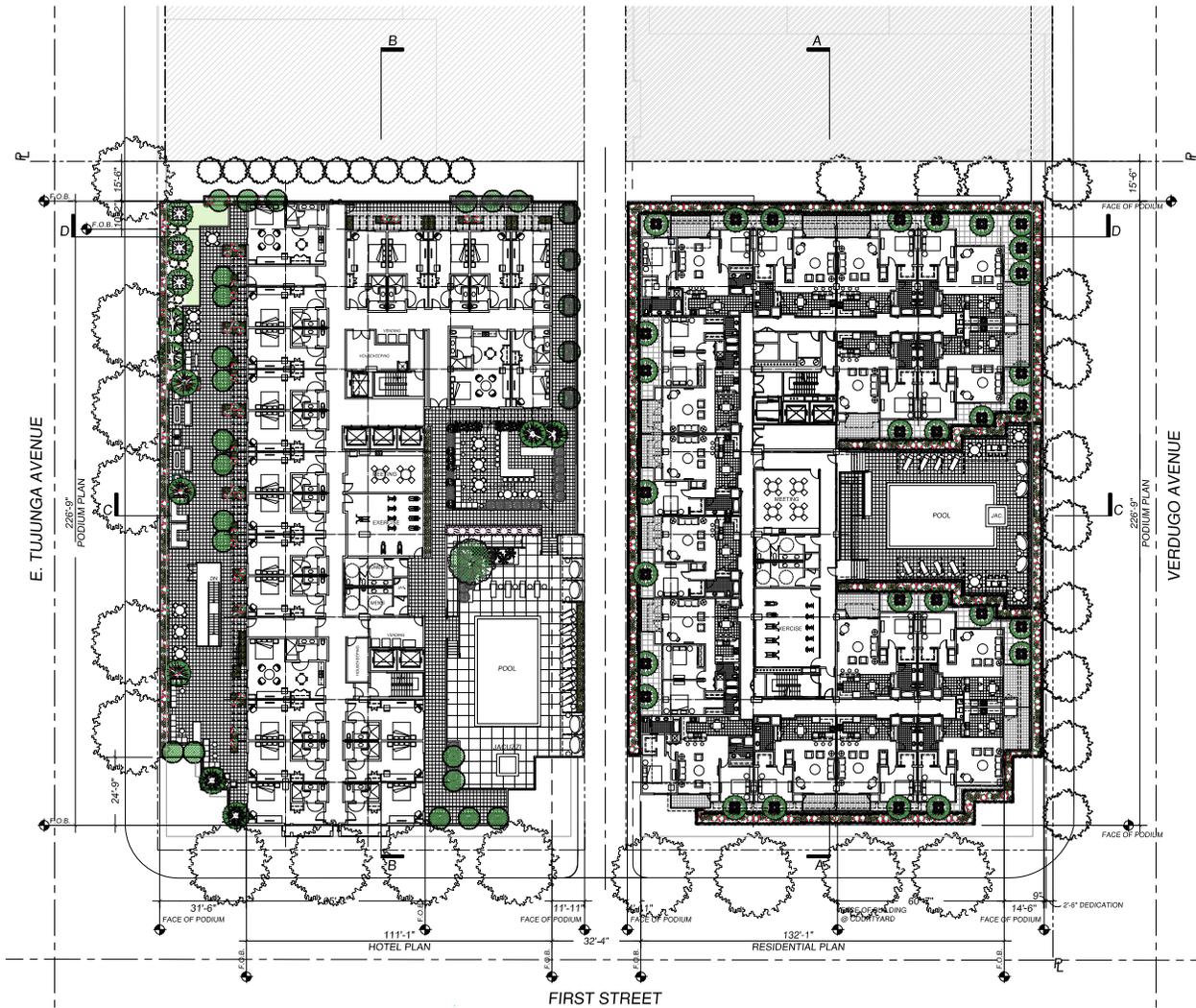
(* FOR PHASE 1 ADD 28 SURFACE SPACES)



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

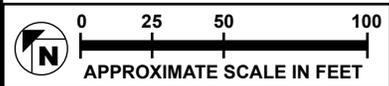
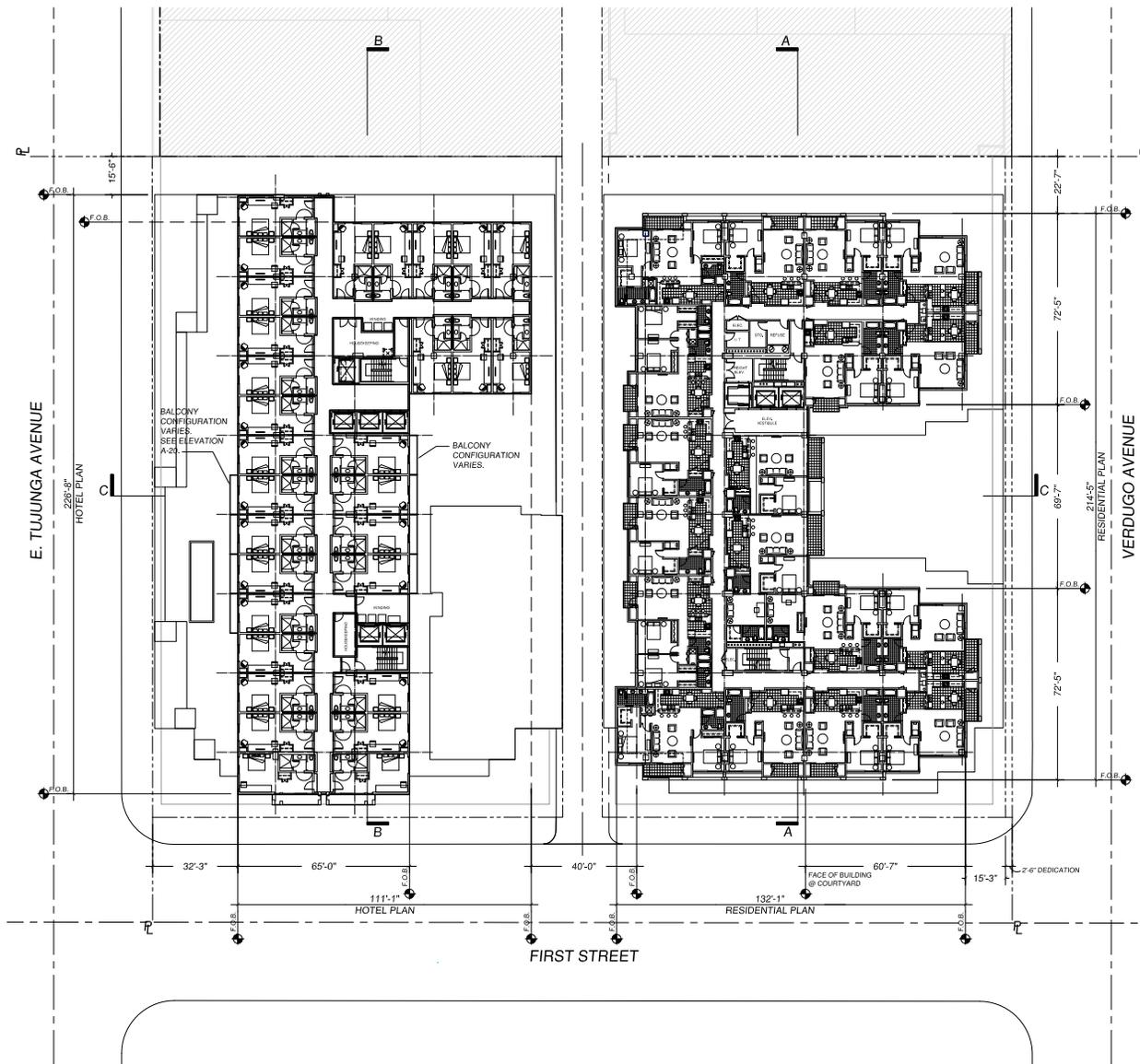
FIGURE 2.0-9

Phase 1 Parking Level 2



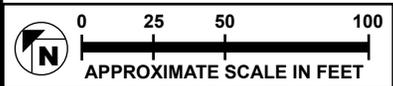
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-10



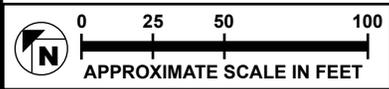
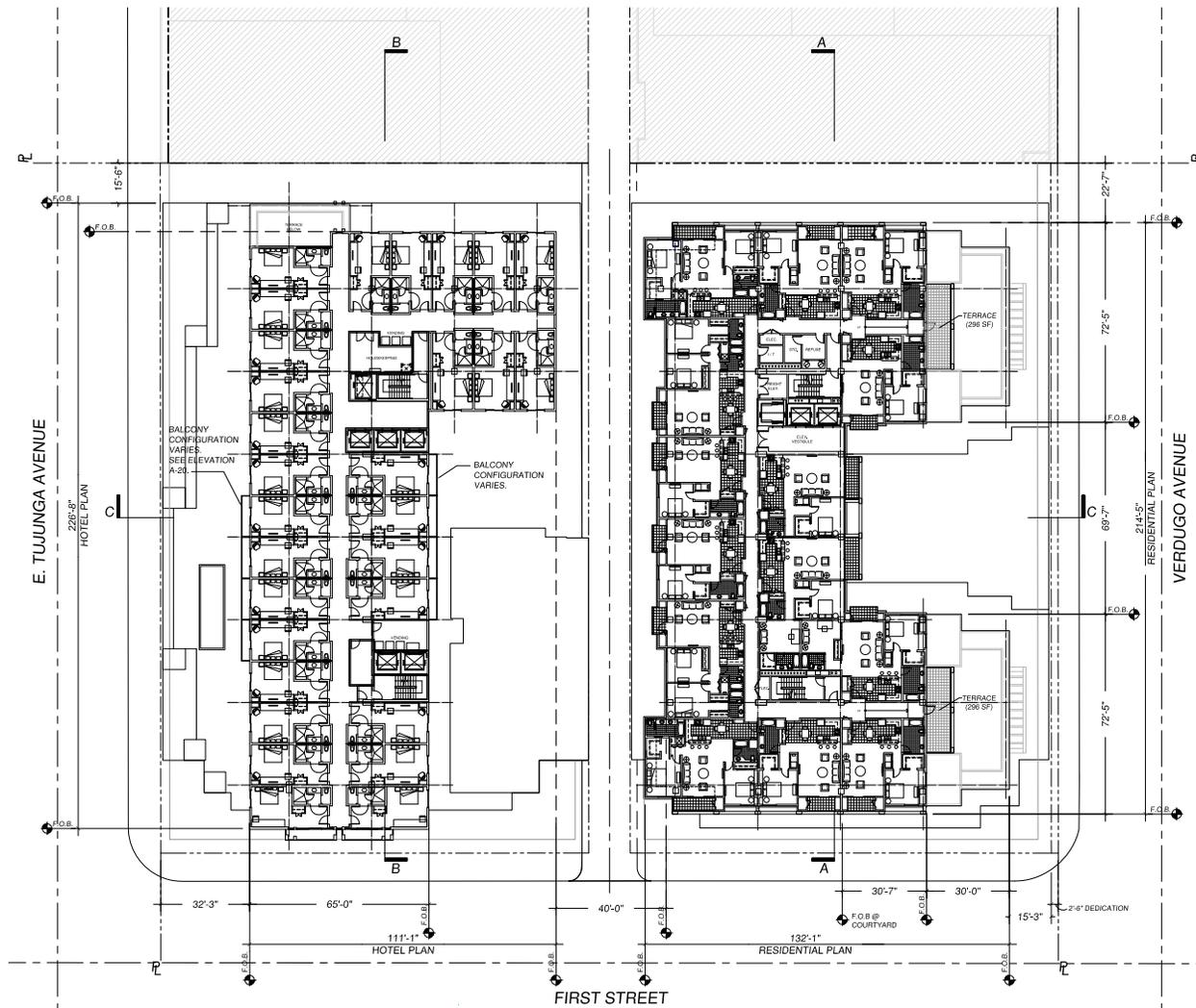
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-11



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-12



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-13

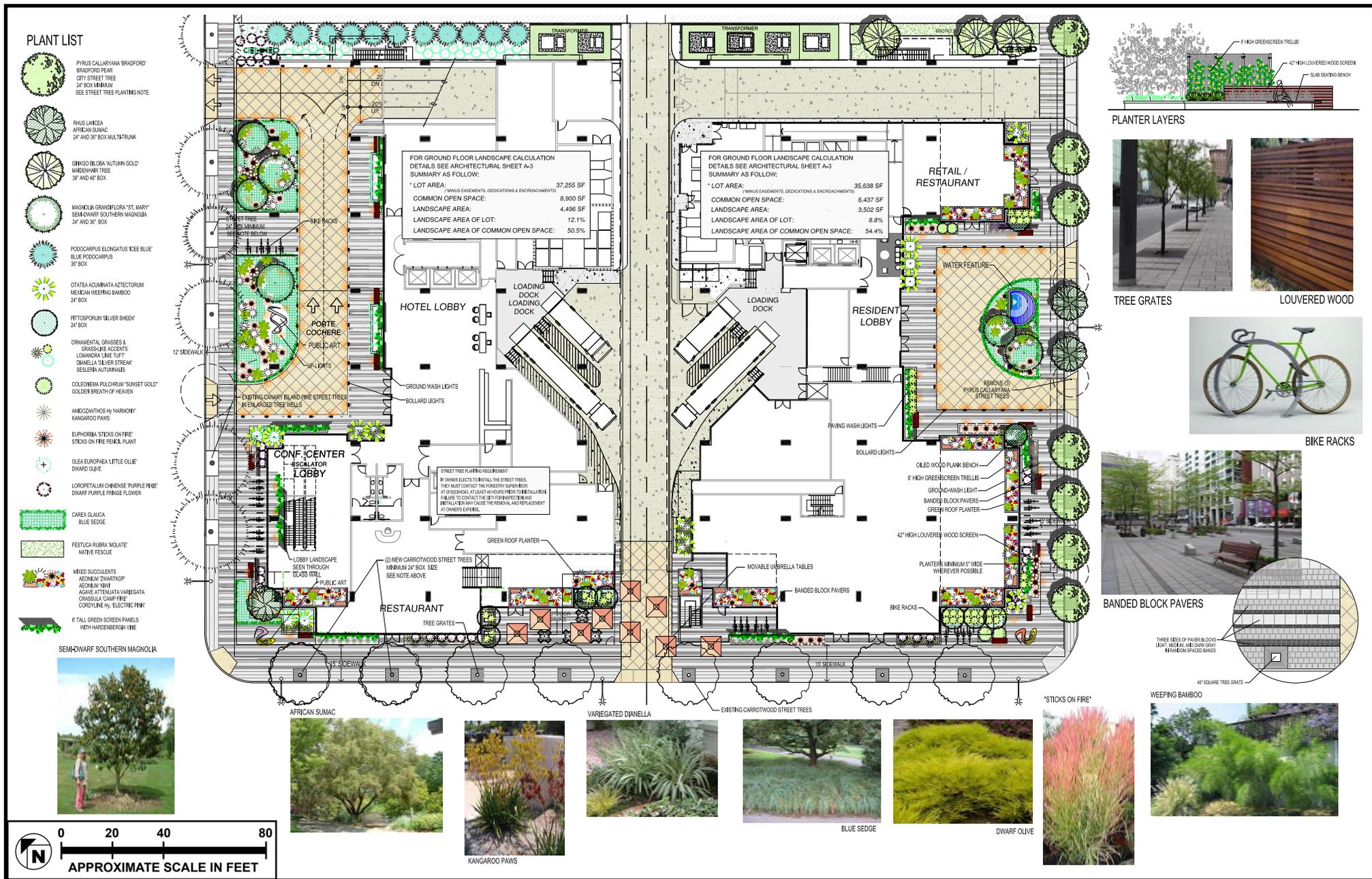
Meridian
 Consultants

Phases 1 and 2A Level 7



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-14

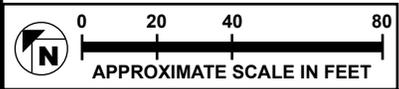
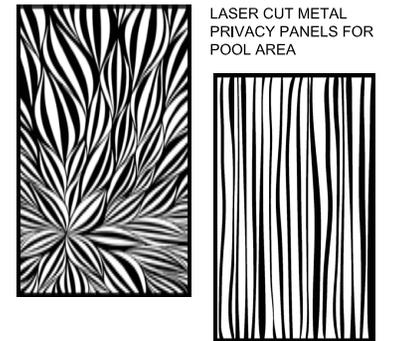
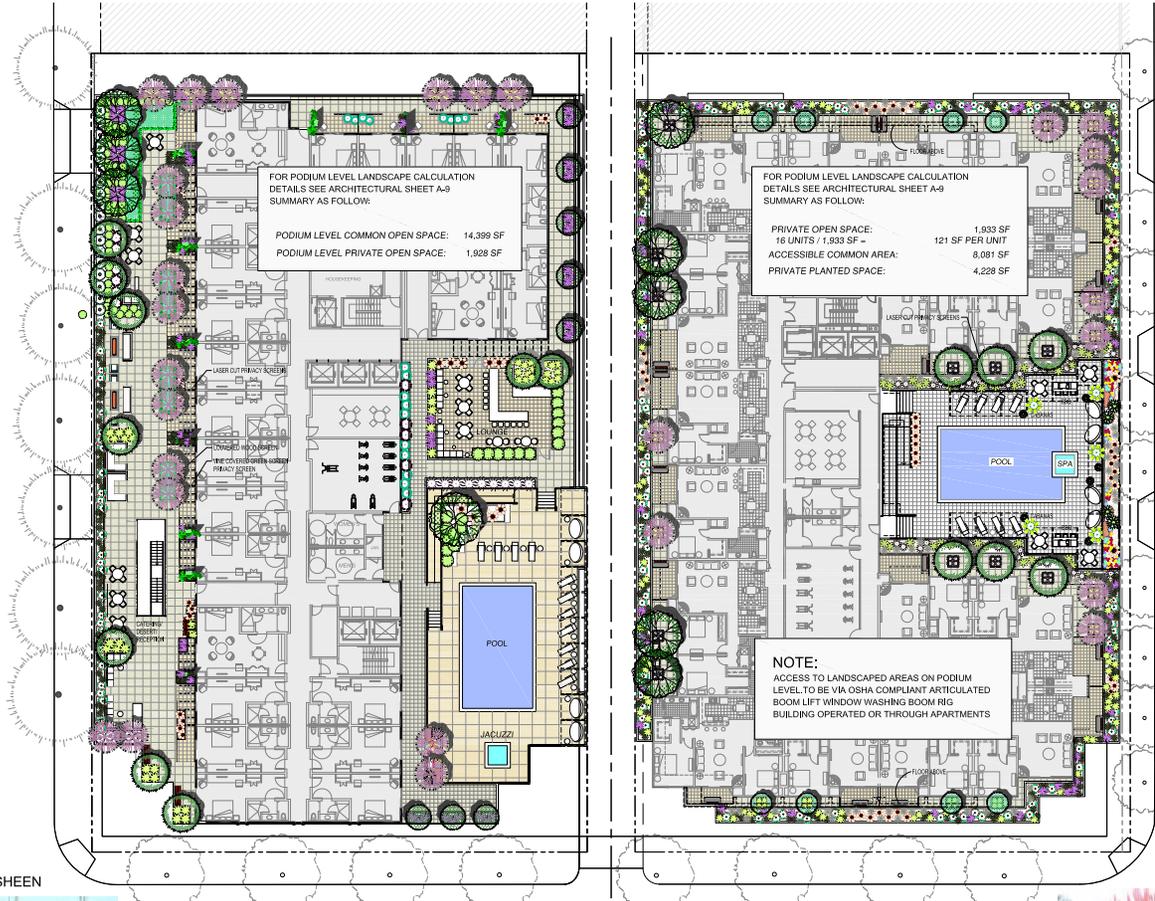


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-16a

PLANT LIST

-  RHILUS LANCEA
AFRICAN SUMAC
24" BOX MULTITRUNK
-  MAGNOLIA GRANDIFLORA "ST. MARY"
SEMI-DWARF SOUTHERN MAGNOLIA
24" BOX
-  AGONIS FLEXUOSA "AFTERDARK"
PURPLE PEPPERMINT TREE
24" BOX
-  OTATEA ACUMINATA AZTECTORIUM
MEXICAN WEEPING BAMBOO
24" BOX
-  PITTOSPORUM "SILVER SHEEN"
24" BOX
-  ORNAMENTAL GRASSES &
GRASS-LIKE ACCENTS
SESSLERIA AUTUMNALIS
LOMANDRA "LIME TUFT"
DANIELLA "SILVER STREAK"
-  CALLISTEMON VIMINALIS "LITTLE JOHNY"
DWARF BOTTLE BRUSH
-  CORDYLINA HY. "ELECTRIC PINK"
PHORMIUM "BRONZE BABY"
-  COLEONEMA PULCHRUM "SUNSET GOLD"
GOLDEN BREATH OF HEAVEN
-  ANIGOZANTHOS HY. "HARMONY"
KANGAROO PAWS
-  EUPHORBIA "STICKS ON FIRE"
STICKS ON FIRE PENCIL PLANT
-  OLEA EUROPAEA "LITTLE OLLIE"
DWARF OLIVE
-  LOROPETALUM CHINENSE "PURPLE FRINGE"
DWARF PURPLE FRINGE FLOWER
-  CAREX GLAUCA
BLUE SEDGE
-  MIXED SUCCULENTS
AECONIUM "ZWARTKOP"
AECONIUM "KROON"
AGAVE ATTENUATA VAR. EGATA
CRASSULA "CAMP FIRE"
CORDYLINA HY. "ELECTRIC PINK"



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-16b

TREES

-  CERCIDIUM 'DESERT MUSEUM'
HYBRID PALO VERDE
24" BOX
-  COTINUS COGGYGNRIA 'ROYAL PURPLE'
PURPLE SMOKE TREE
24" BOX
-  OLEA EUROPAEA 'MAJESTIC BEAUTY'
FRUITLESS OLIVE
24" BOX
-  PITTOSPORUM TENIFOLIUM 'SILVER SHEEN'
SILVER PITTOSPORUM
24" BOX

SHRUBS

-  ANIGOZANTHOS Hy 'HARMONY'
KANGAROO PAWS
-  AGAVE ATTENUATA 'VARIEGATA'
VARIEGATED FOX TAIL AGAVE
-  COLENEMA PULCHRUM 'SUNSET GOLD'
GOLDEN BREATH OF HEAVEN
-  DRACAENA MARGINATA MIXED CULTIVARS
-  EUPHORBIA TRICALLI 'STICKS ON FIRE'
STICKS ON FIRE EUPHORBIA
-  FURCRAEA 'MEDIOPICTA'
MAURITIUS HEMP
-  OLEA EUROPAEA 'LITTLE OLLIE'
DWARF OLIVE
-  LOMANDRA 'LIME TUFT'
5 GALLON
-  DISTICTIS RIVERSII
ROYAL TRUMPET VINE
15 GALLON ON GREEN SCREEN TRELLIS
- MIXED SUCCULENTS - 6" POTS @ 8" O.C.
 -  SEDUM NUSSBAUMERANUM
 -  CRASSULA ARBORESCENS
 -  ECHEVERIA 'AFTER GLOW'
 -  AEONIUM 'ZWARTKOP' 40%
 -  AEONIUM 'KIVI' 60%



SHADE CANOPIES



FIRE PIT



PURPLE SMOKE TREE



SILVER STREAK FLAX LILY



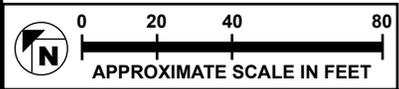
DWARF OLIVE



KANGAROO PAWS



MIXED SUCCULENTS



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-16c



Phases 1 and 2A Landscaping Plan—Level 6

TREES

-  COTINUS COGGYGRIA 'ROYAL PURPLE'
PURPLE SMOKE TREE
24" BOX
-  MAGNOLIA GRANDIFLORA 'ST. MARY'
SEMI-DWARF SOUTHERN MAGNOLIA
24" BOX
-  PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN'
SILVER PITTOSPORUM
24" BOX

SHRUBS AND PERENNIALS

-  ANIGOSANTHOS Hy 'HARMONY'
KANGAROO PAWS
-  AGAVE ATTENUATA 'VARIEGATA'
VARIEGATED FOX TAIL AGAVE
-  COLENEMA PULCHRUM 'SUNSET GOLD'
GOLDEN BREATH OF HEAVEN
-  DRACAENA MARGINATA MIXED CULTIVARS
-  EUPHORBIA TIRUCALLI 'STICKS ON FIRE'
STICKS ON FIRE EUPHORBIA
-  FURCRAEA 'MEDIOPICTA'
MAURITIUS HEMP
-  OLEA EUROPAEA 'LITTLE OLLIE'
DWARF OLIVE
-  LOMANDRA 'LIME TUFT'
5 GALLON
-  DISTICTIS RIVERSII
ROYAL TRUMPET VINE
15 GALLON ON GREEN SCREEN TRELLIS



SHADE CANOPIES



FIRE PIT



PURPLE SMOKE TREE



SILVER STREAK FLAX LILY



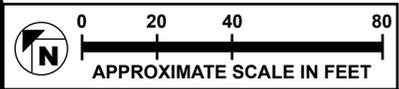
DWARF OLIVE



AUTUMN MOOR GRASS



GOLDEN BREATH OF HEAVEN



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-16d



Phases 1 and 2A Landscaping Plan—Level 8

TREES

-  **AGONIS FLEXUOSA 'AFTERDARK'**
AFTERDARK PEPPERMINT TREE
36" BOX
-  **RHUS LANCEA**
AFRICAN SUMAC
24" BOX MULTI-TRUNK
-  **MAGNOLIA GRANDIFLORA 'ST. MARY'**
SEMI-DWARF SOUTHERN MAGNOLIA
24" BOX
-  **OTATEA ACUMINATA AZTECORUM**
MEXICAN WEEPING BAMBOO
24" BOX

SHRUBS & PERENNIALS

-  **AGAVE ATTENUATA 'VARIEGATA'**
VARIEGATED FOX TAIL AGAVE
-  **ANIGOZANTHOS Hy. 'RUBY VELVET'**
HYBRID KANGAROO PAWS
-  **CALLISTEMON VIMINALIS 'LITTLE JOHN'**
DWARF BOTTLEBRUSH
-  **EUPHORBIA TIRUCALLI 'STICKS ON FIRE'**
STICKS ON FIRE EUPHORBIA
-  **SESLERIA AUTUMNALIS**
AUTUMN MOOR GRASS
-  **LOMANDRA 'LIME TUFT'**
-  **CAREX DIVULSA**
BERKELY SEDGE



MEXICAN WEEPING BAMBOO



KANGAROO PAWS

AUTUMN MOOR GRASS



DWARF BOTTLEBRUSH



SOUTHERN MAGNOLIA



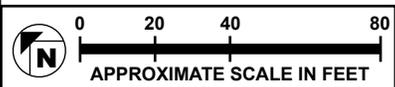
AFTERDARK PEPPERMINT TREE



AFRICAN SUMAC



LOMANDRA 'LIME TUFT'



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-16e

Phase 2A—Hotel Option

As previously mentioned, the Applicant has proposed two options for the second phase of the proposed Project—Phases 2A and 2B. Phase 2A of the proposed Project would consist of a hotel along the northern side of the Project site, as shown in **Figure 2.0-17, Phase 2A Elevation—Tujunga**. The hotel building would be 13 stories, 159 feet in height, and include 230 guest rooms. The hotel building would also include ground-level retail/restaurant space, 3 levels of subterranean parking, a conference center on the second story, and conference rooms on the top floor.

Subterranean Parking

The hotel building would include 3 levels of subterranean parking containing 243 parking spaces. Subterranean parking level 1 would contain 70 standard spaces plus 2 handicap spaces and a valet pick up area, as shown in **Figure 2.0-4**; subterranean parking level 2 would contain 82 standard spaces plus 2 handicap spaces, as shown in **Figure 2.0-5**; and subterranean parking level 3 would contain 85 standard spaces plus 2 handicap spaces, as shown in **Figure 2.0-6**. Access to the subterranean parking levels would be provided by a two-way entry/exit ramp located along East Tujunga Avenue at the eastern edge of the Project site.

Ground Level

The ground level of the hotel building would include up to 1,200 square feet of retail space, an approximately 4,700-square-foot restaurant, an approximately 2,910-square-foot hotel lobby, as well as administrative and support space for the hotel, and the conference center escalator lobby, as shown in **Figure 2.0-7**. A porte cochere would be located along East Tujunga Avenue that would allow for drop off and valet drop off service. In addition, two loading docks would be located off the alley on the south side of the hotel building.

Conference Center

The second floor of the hotel building would feature a conference center. There would be an approximately 18,540-square-foot of conference space and approximately 4,490 square feet of back-of-house space, shown in **Figure 2.0-8**. The third level of the hotel building would include an additional 9,580 square feet of back-of-house space, shown in **Figure 2.0-9**.

Hotel Room Units

Above the conference center, the hotel building would contain 230 hotel rooms. The Podium Level, or the first level of hotel room units, would include 23 rooms and guest amenity spaces such as a pool deck with pool, Jacuzzi, and seating; an outdoor lounge area; a green roof area; a fitness room; and a meeting room,

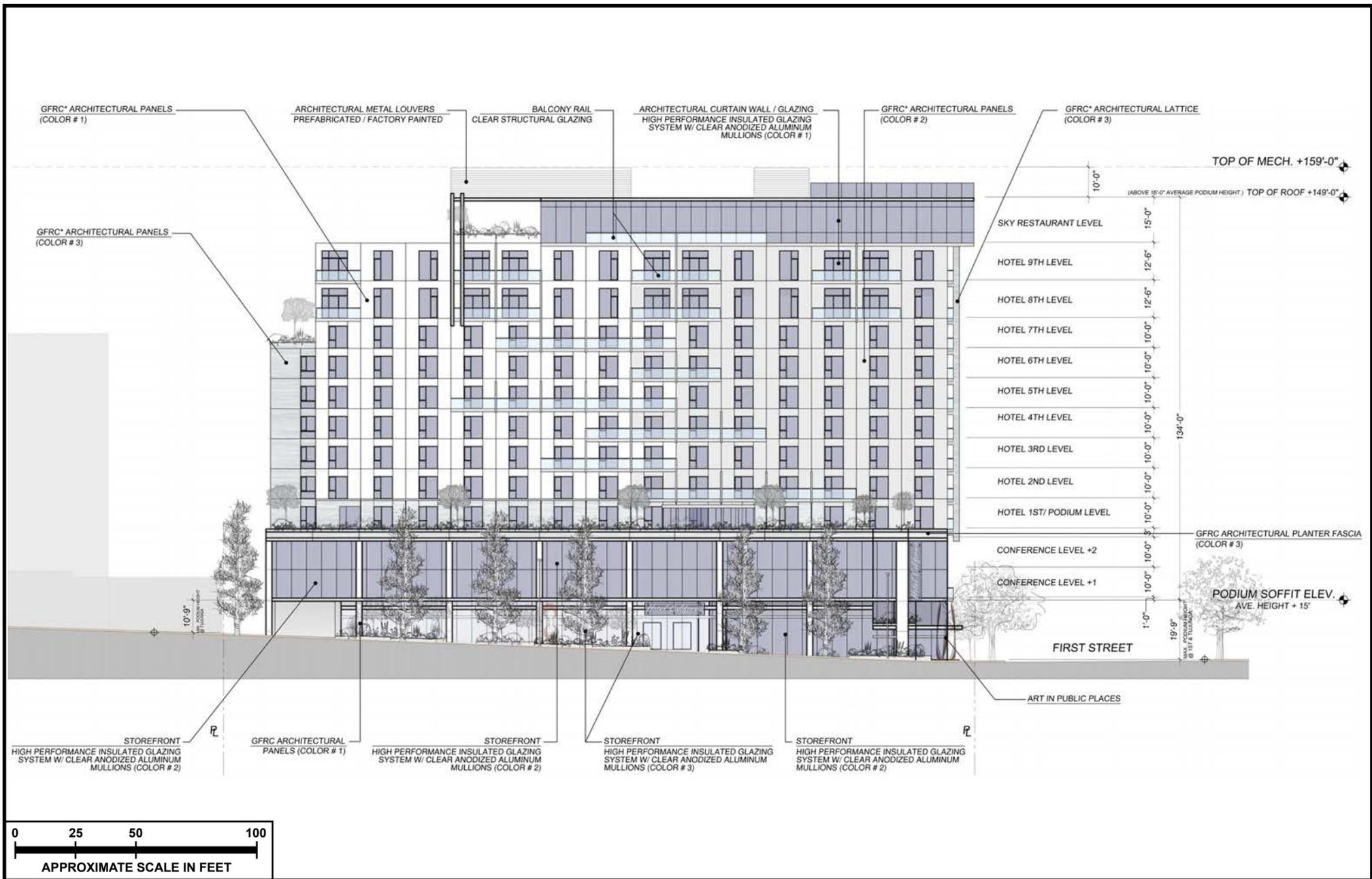
as shown in **Figure 2.0-10**. Hotel floors 2-5 would include 30 rooms each and floors 6-7 would include 29 rooms each (see **Figure 2.0-11**, **Figure 2.0-12**, and **Figure 2.0-13**). Hotel floors 8 and 9 would include 14 and 15 hotel room units, respectively, with a large terrace on the eighth floor (see **Figure 2.0-14**). The top floor of the hotel building would include approximately 6,600 square feet of conference room space, an elevator lobby, restrooms, banquet staging area, and accessory terraces (see **Figure 2.0-18, Phase 2A Floor 10**).

Roof Plan

The roof for Phase 2A of the proposed Project is flat and is approximately 5,998 square feet in area, as shown in **Figure 2.0-15**. The rooftop also includes an approximately 2,210 square-foot mechanical equipment enclosure.

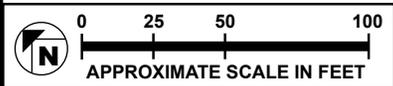
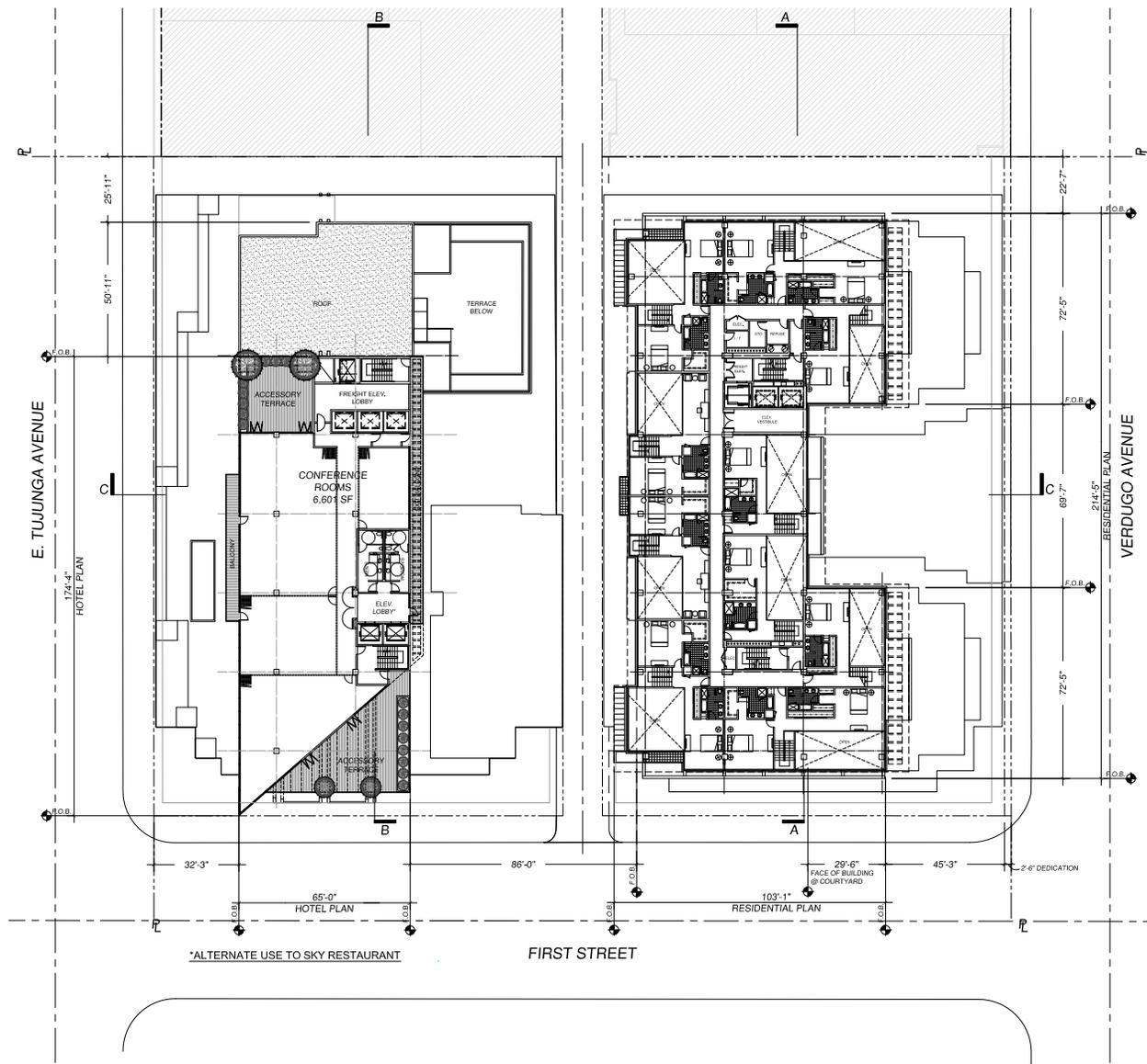
Architectural Design

The hotel building would also be constructed using a contemporary architectural design, similar to Phase 1 of the proposed Project, as illustrated in **Figure 2.0-17**. The ground floor and Podium Level conference center of the hotel building would include aluminum and high performance insulated glass curtain walls. Above the Podium Level, planters with a GFRC architectural finish surround the open space/amenity area. The hotel room floors façade would be made of GFRC architectural panels and windows made of a high performance insulated glazing system. Balcony railings would be made of clear structural glass. The top floor conference rooms would mimic the Podium Level glass curtain walls. The rooftop would also include prefabricated, factory painted architectural metal louvers. As illustrated in **Figure 2.0-16**, Phase 2A of the proposed Project would include decorative landscaping on the ground level, Podium Level, sixth- and eighth-level terraces, and accessory rooftop terraces.



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-17



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-18

Phase 2B - Office Option

The alternative option proposed as Phase 2B of the proposed Project would be an office building along the northern end of the Project site, as shown in **Figure 2.0-19, Phase 2B Elevation—Tujung**. The proposed office building would be 11 stories and a maximum of 149 feet high.

Subterranean Parking

The proposed office building would include 3 levels of subterranean parking containing 266 parking spaces. Subterranean parking level 1 would contain 83 standard spaces plus 2 handicap spaces, as shown in **Figure 2.0-20, Phase 2B Subterranean Parking Level 1**; subterranean parking level 2 would contain 87 standard spaces plus 2 handicap spaces, as shown in **Figure 2.0-21, Phase 2B Subterranean Parking Level 2**; and subterranean parking level 3 would contain 87 standard spaces, 3 compact spaces, and 2 handicap spaces, as shown in **Figure 2.0-22, Phase 2B Subterranean Parking Level 3**. Access to the subterranean parking levels would be provided by a two-way entry/exit ramp located off the alley on the south side of the Project site.

Ground Level

Phase 2B of the proposed Project would include approximately 13,000 square feet of ground floor retail space, approximately 1,700 square feet of office lobby area, and approximately 2,400 square feet of storage area, as well as miscellaneous space (elevators, stairs, trash room, electrical room), as shown in **Figure 2.0-23, Phase 2B Ground Level**. In addition, two loading docks would be located off the alley on the south side of the office building.

Podium Parking

Phase 2B of the proposed Project would include 2 levels of aboveground parking containing a total of 172 parking spaces. Level 1 of the office building would contain 82 standard spaces plus 2 handicap spaces, as shown in **Figure 2.0-24, Phase 2B Parking Level 1**; level 2 would contain 86 standard spaces, and 2 handicap spaces, as shown in **Figure 2.0-25, Phase 2B Parking Level 2**. Access to the Podium Level parking would be provided through a two-way entry/exit ramp along East Tujung Avenue at the northern edge of the Project site.

Office Floors

Phase 2B of the proposed Project would include 8 levels of open plan office space, totaling approximately 158,000 square feet of area. The first level (Podium Level) of office space would contain approximately 21,750 square feet of office space, shown in **Figure 2.0-26, Phase 2B Podium Level 1**. Office floors 2–5 would each be approximately 21,950 square feet per level, and office levels 6–8 would contain

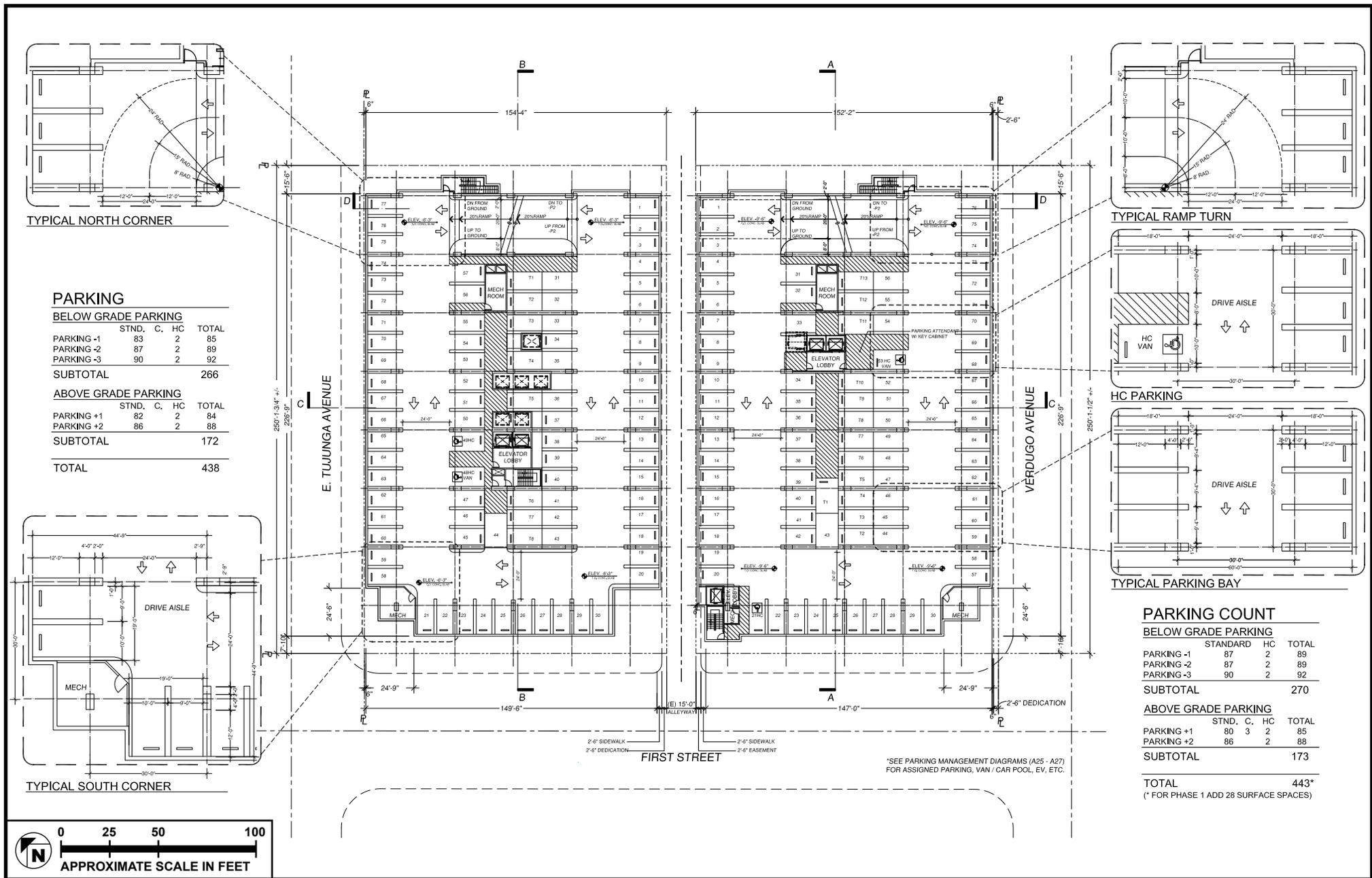
approximately 16,150 square feet of office space, shown in **Figure 2.0-27, Phase 2B Levels 2 and 3, Figure 2.0-28, Phase 2B Levels 4 and 5, Figure 2.0-29, Phase 2B Level 6, Figure 2.0-30, Phase 2B Level 7, and Figure 2.0-31, Phase 2B Level 8**. The first and sixth levels would feature terraces around the perimeter of the office building.

Roof Plan

The roof for Phase 2B of the proposed Project is flat and approximately 15,700 square feet in area, as shown in **Figure 2.0-32, Phases 1 and 2B Roof Plan**. The rooftop also includes an approximately 4,840-square-foot mechanical equipment enclosure and elevator machine room.

Architectural Design

Phase 2B of the proposed Project would also be constructed using a contemporary architectural style, as illustrated in **Figure 2.0-19**. The building structure would feature GFRC architectural casts throughout the ground floor, parking floors, and office floors. The ground-floor retail façade of the office building would utilize a glass storefront system. The facades of the above ground parking levels would feature stainless steel fabric mesh panels. The Podium Level balcony and sixth-level balcony would include planters with trees and landscaping. The remaining office levels would be constructed using an architectural curtain wall made of a high-performance insulated glazing system. The office levels would also include a prefabricated, factory-painted architectural sun shade. As illustrated in **Figure 2.0-33, Phases 1 and 2B Landscaping Plan**, Phase 2B of the proposed Project would include decorative landscaping on the ground level, the Podium Level, and the sixth-level terrace.



PARKING

BELOW GRADE PARKING			
	STND.	C.	HC
PARKING -1	83	2	85
PARKING -2	87	2	89
PARKING -3	90	2	92
SUBTOTAL			266
ABOVE GRADE PARKING			
	STND.	C.	HC
PARKING +1	82	2	84
PARKING +2	86	2	88
SUBTOTAL			172
TOTAL			438

PARKING COUNT

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	87	2	89
PARKING -2	87	2	89
PARKING -3	90	2	92
SUBTOTAL			270
ABOVE GRADE PARKING			
	STND.	C.	HC
PARKING +1	80	3	85
PARKING +2	86	2	88
SUBTOTAL			173
TOTAL			443*

(* FOR PHASE 1 ADD 28 SURFACE SPACES)

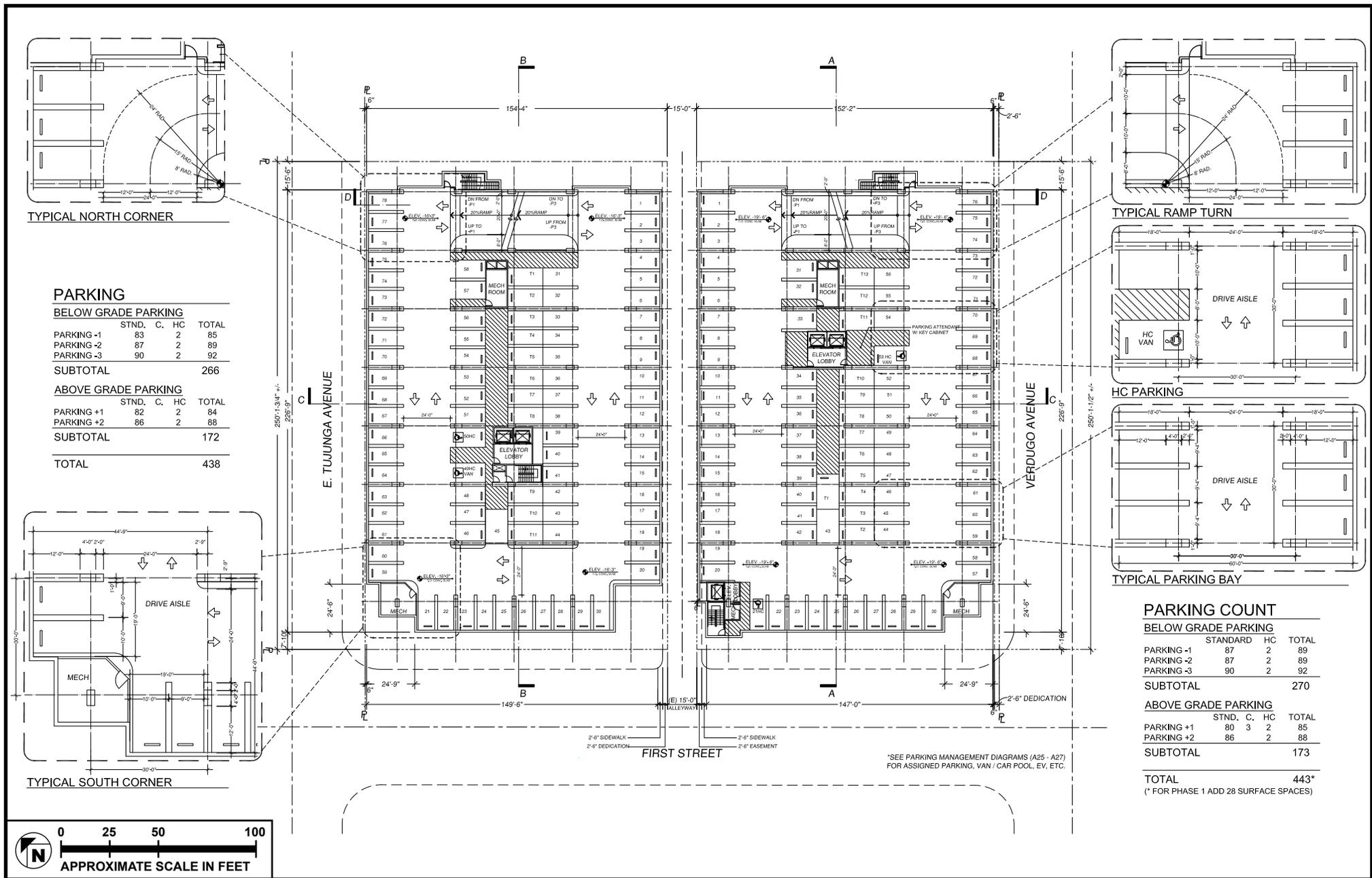
*SEE PARKING MANAGEMENT DIAGRAMS (A25 - A27) FOR ASSIGNED PARKING, VAN / CAR POOL, EV, ETC.

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-20



Phase 2B Subterranean Parking Level 1



PARKING

BELOW GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING -1	83	2		85
PARKING -2	87	2		89
PARKING -3	90	2		92
SUBTOTAL				266
ABOVE GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING +1	82	2		84
PARKING +2	86	2		88
SUBTOTAL				172
TOTAL				438

PARKING COUNT

BELOW GRADE PARKING				
	STANDARD	C.	HC	TOTAL
PARKING -1	87	2		89
PARKING -2	87	2		89
PARKING -3	90	2		92
SUBTOTAL				270
ABOVE GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING +1	80	3	2	85
PARKING +2	86	2		88
SUBTOTAL				173
TOTAL				443*

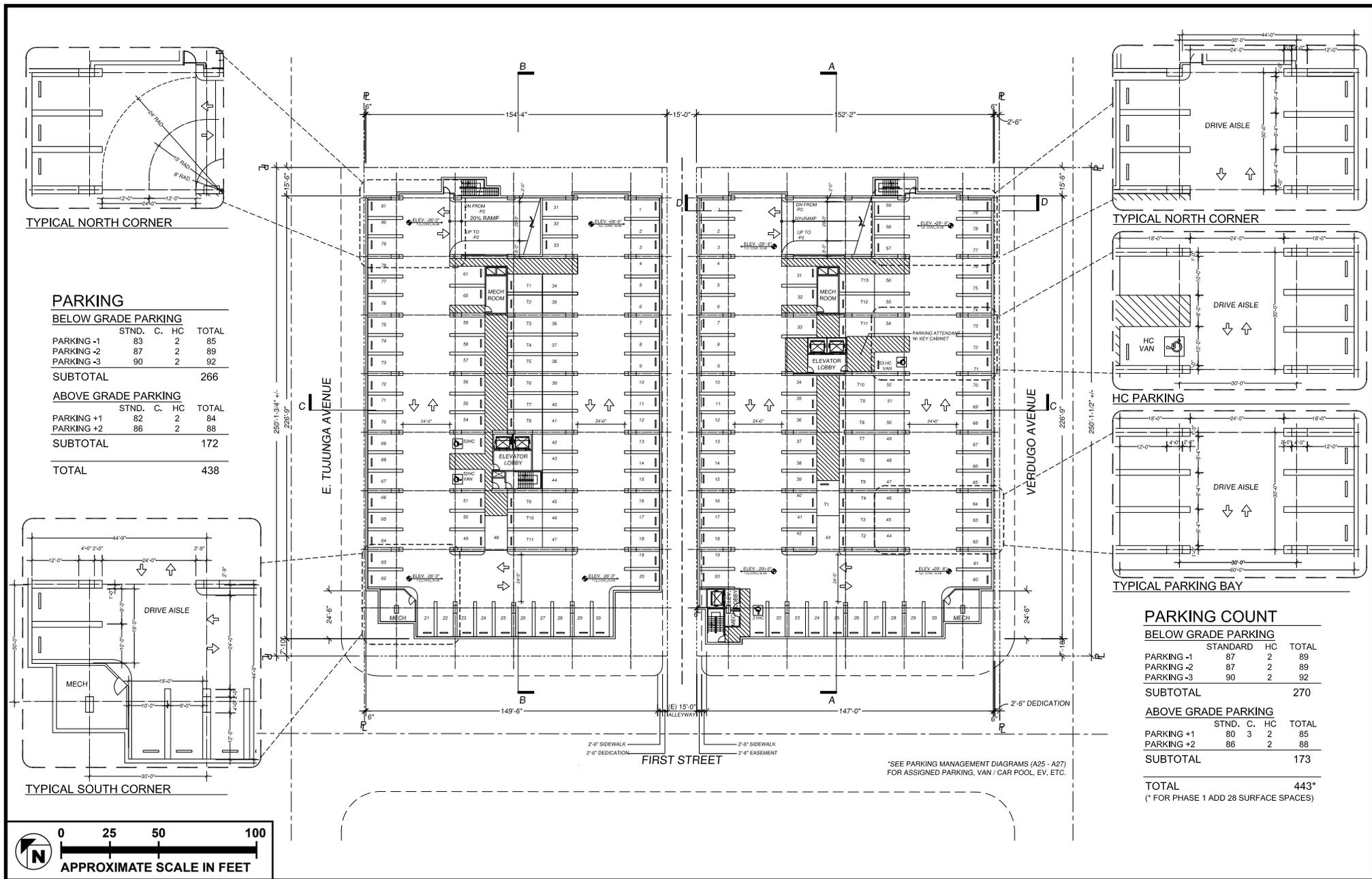
(* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-21



Phase 2B Subterranean Parking Level 2



PARKING

BELOW GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING -1	83	2		85
PARKING -2	87	2		89
PARKING -3	90	2		92
SUBTOTAL				266
ABOVE GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING +1	82	2		84
PARKING +2	86	2		88
SUBTOTAL				172
TOTAL				438

PARKING COUNT

BELOW GRADE PARKING				
	STANDARD	HC	TOTAL	
PARKING -1	87	2	89	
PARKING -2	87	2	89	
PARKING -3	90	2	92	
SUBTOTAL			270	
ABOVE GRADE PARKING				
	STND.	C.	HC	TOTAL
PARKING +1	80	3	2	85
PARKING +2	86	2		88
SUBTOTAL				173
TOTAL				443*

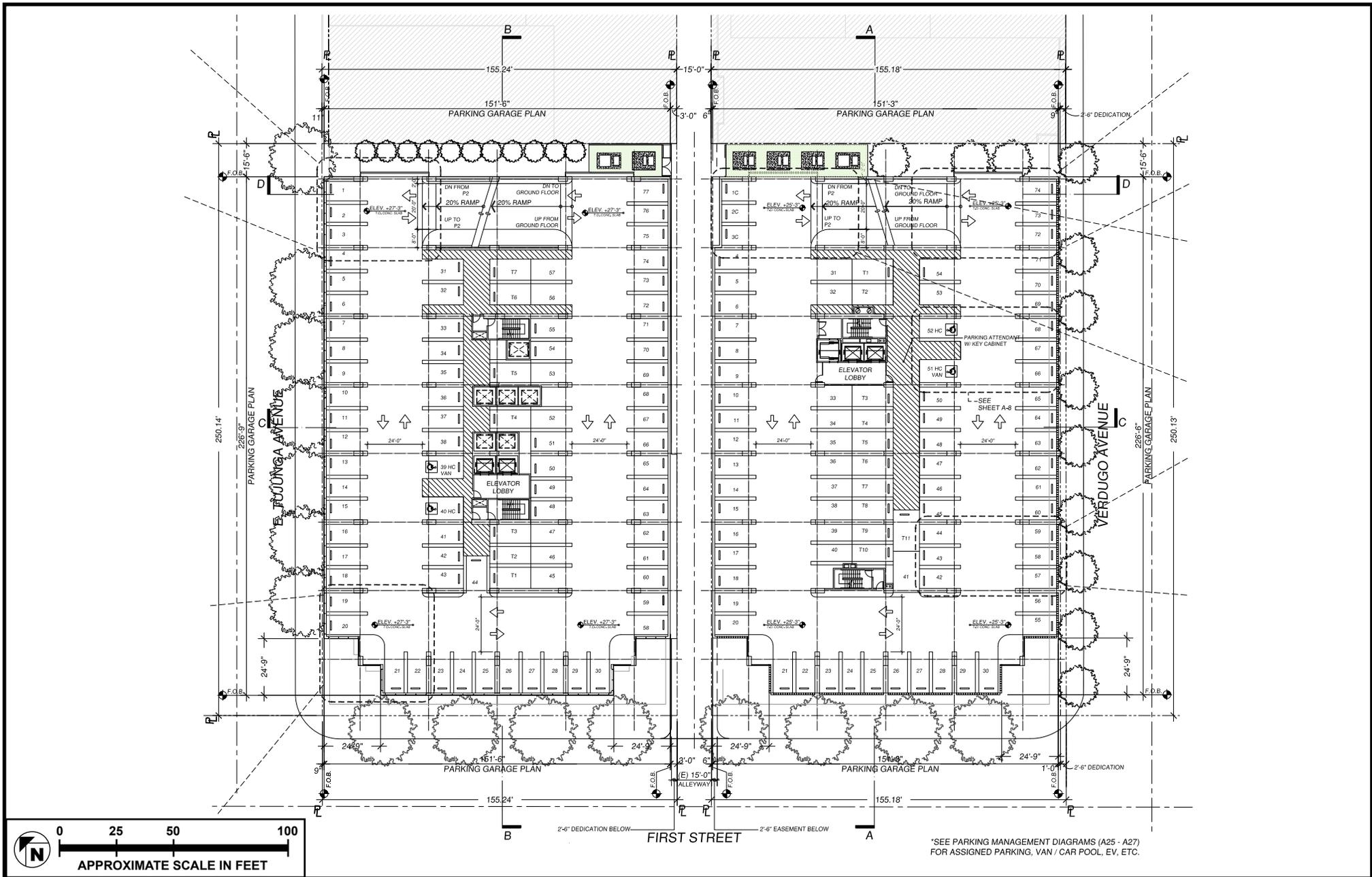
(* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-22



Phase 2B Subterranean Parking Level 3

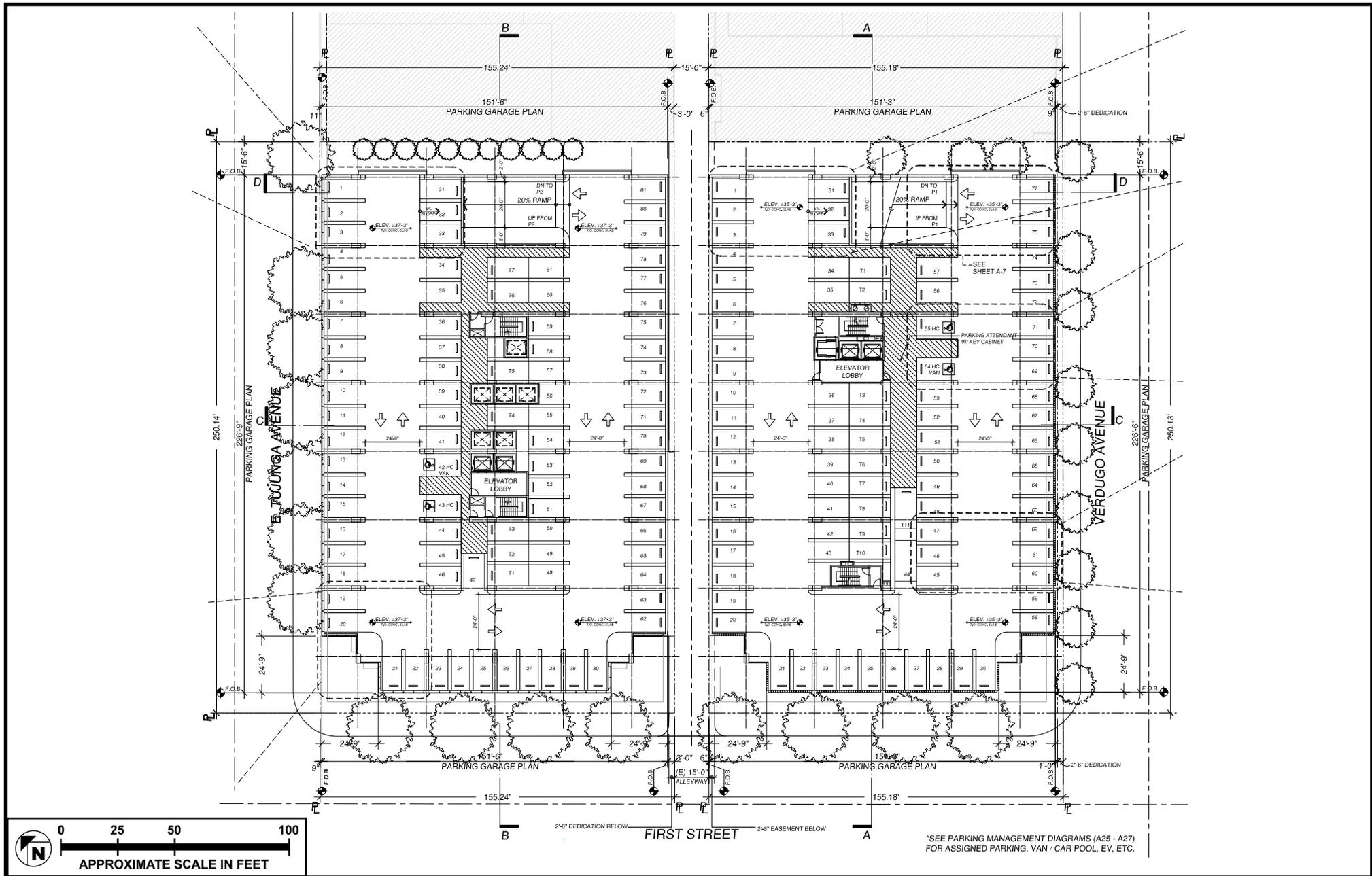


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-24

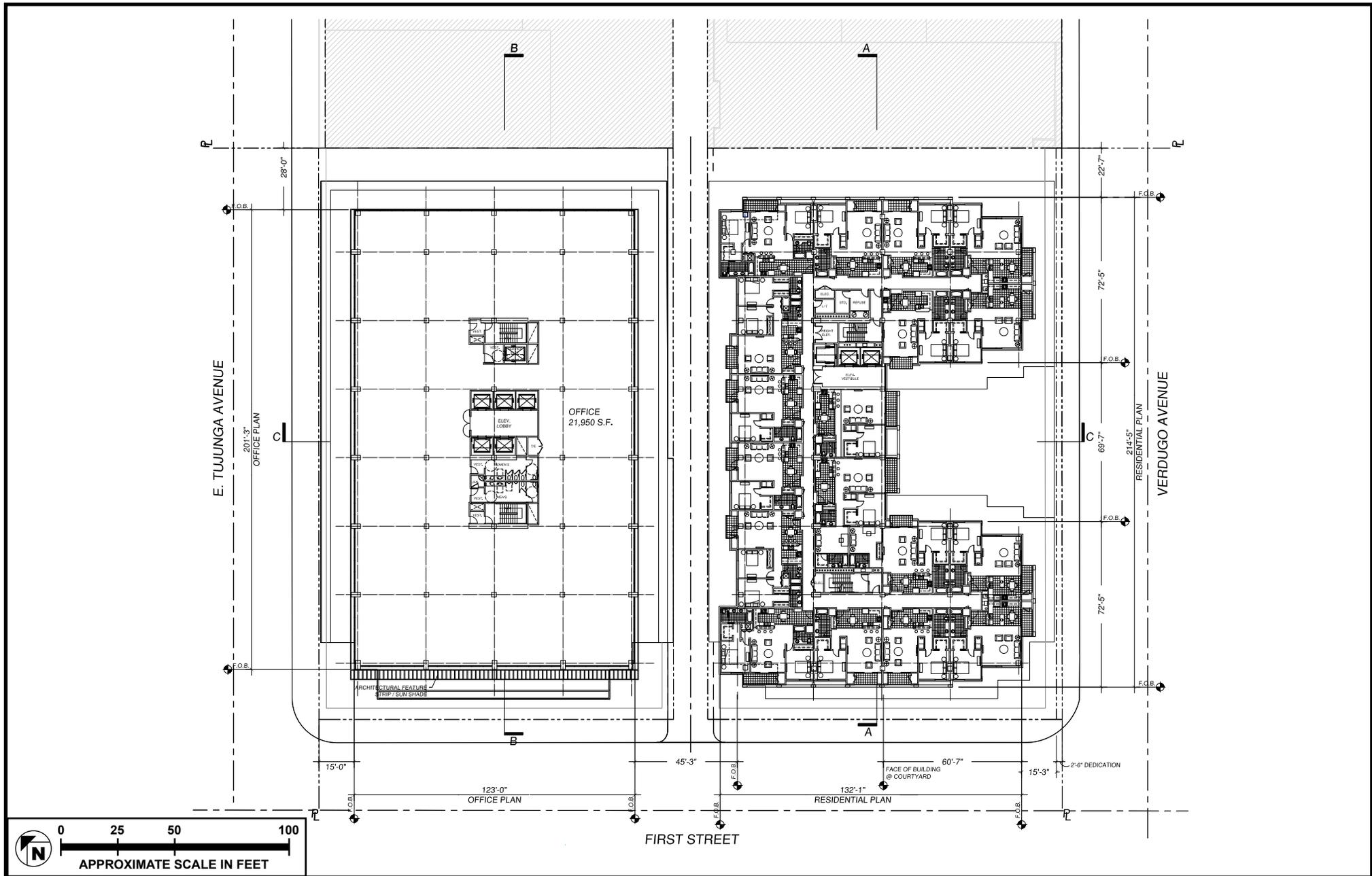


Phase 2B Parking Level 1



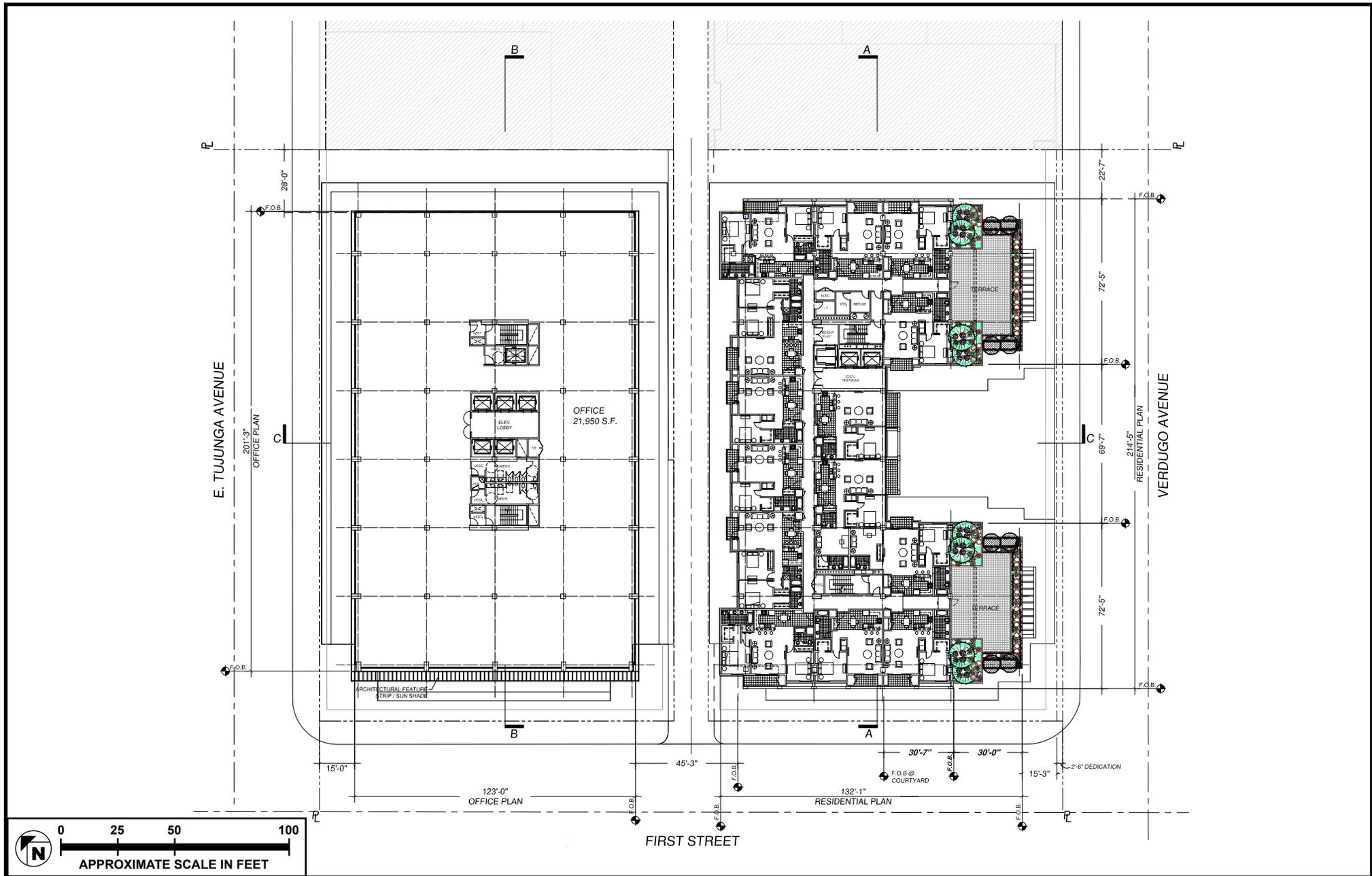
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-25



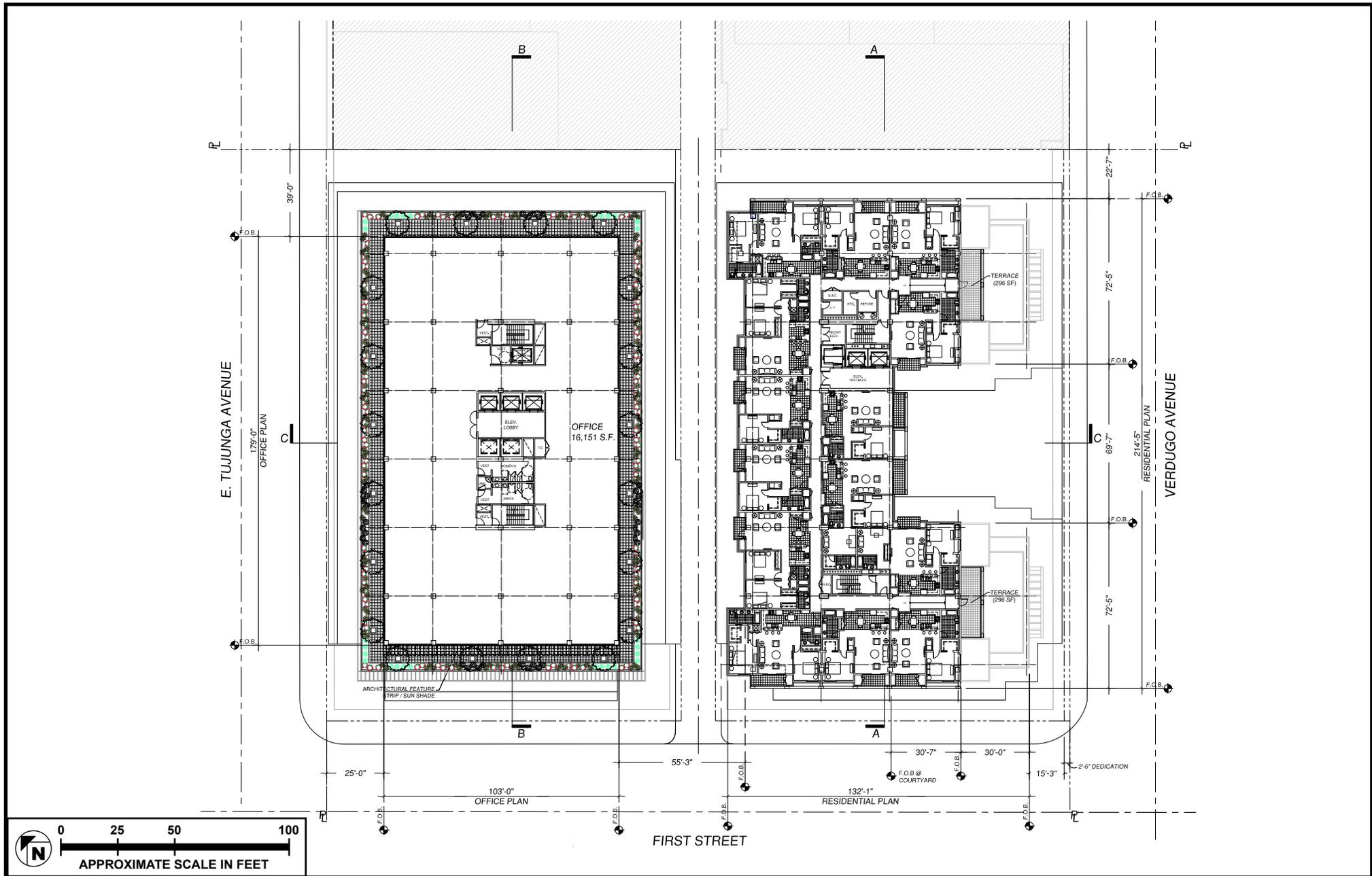
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-27



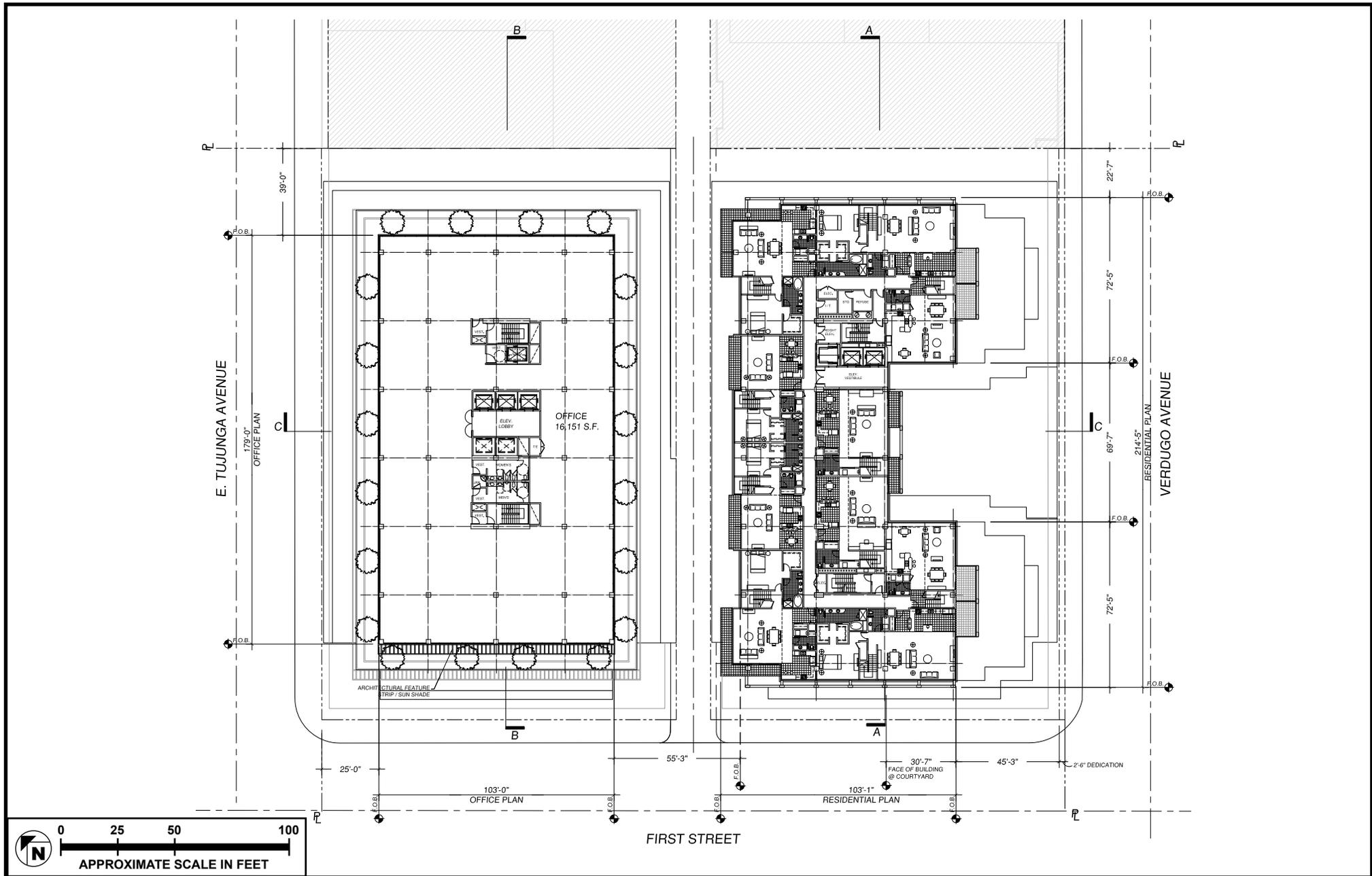
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-28



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-29

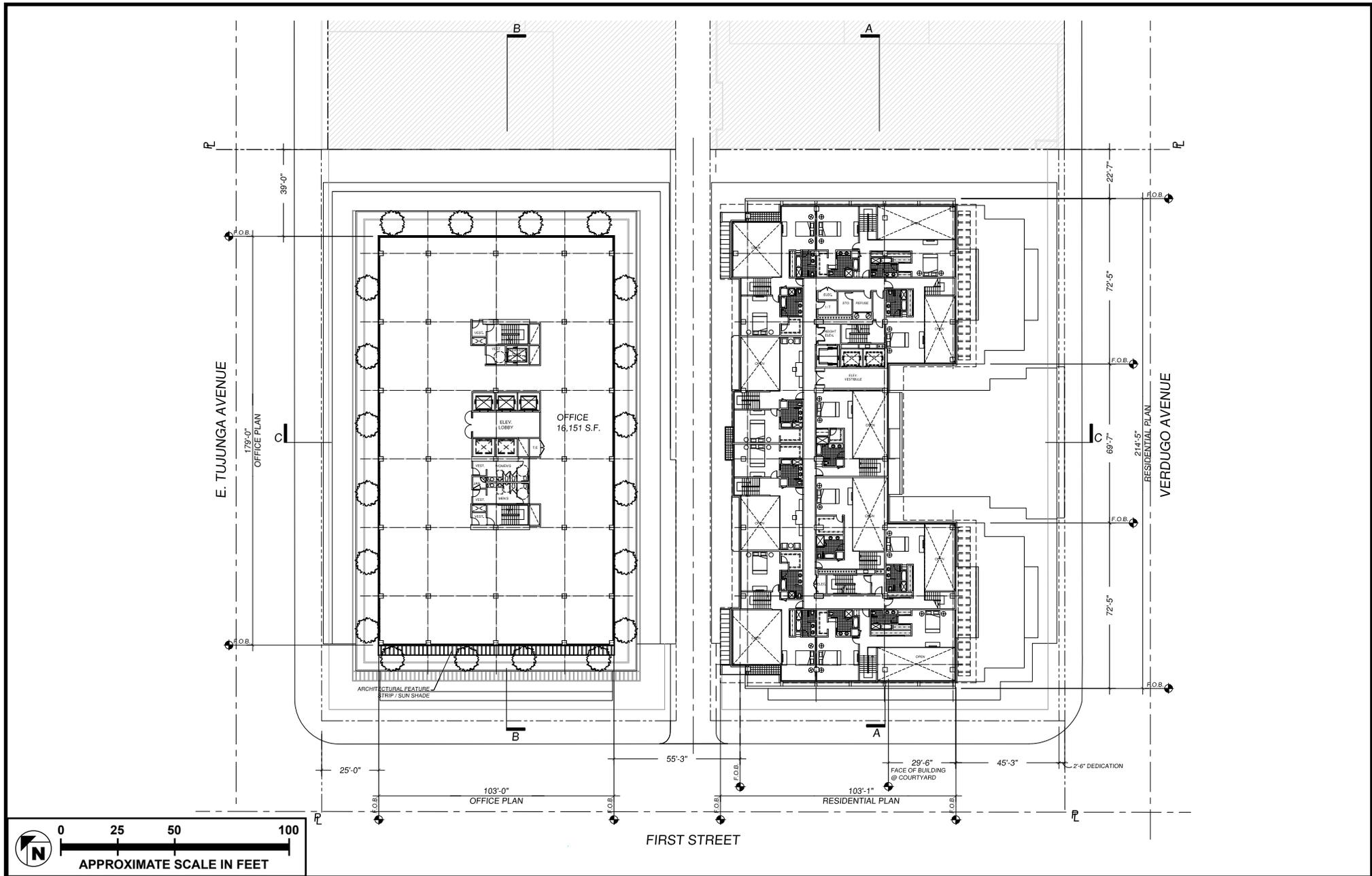


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-30

Meridian
Consultants

Phase 2B Level 7

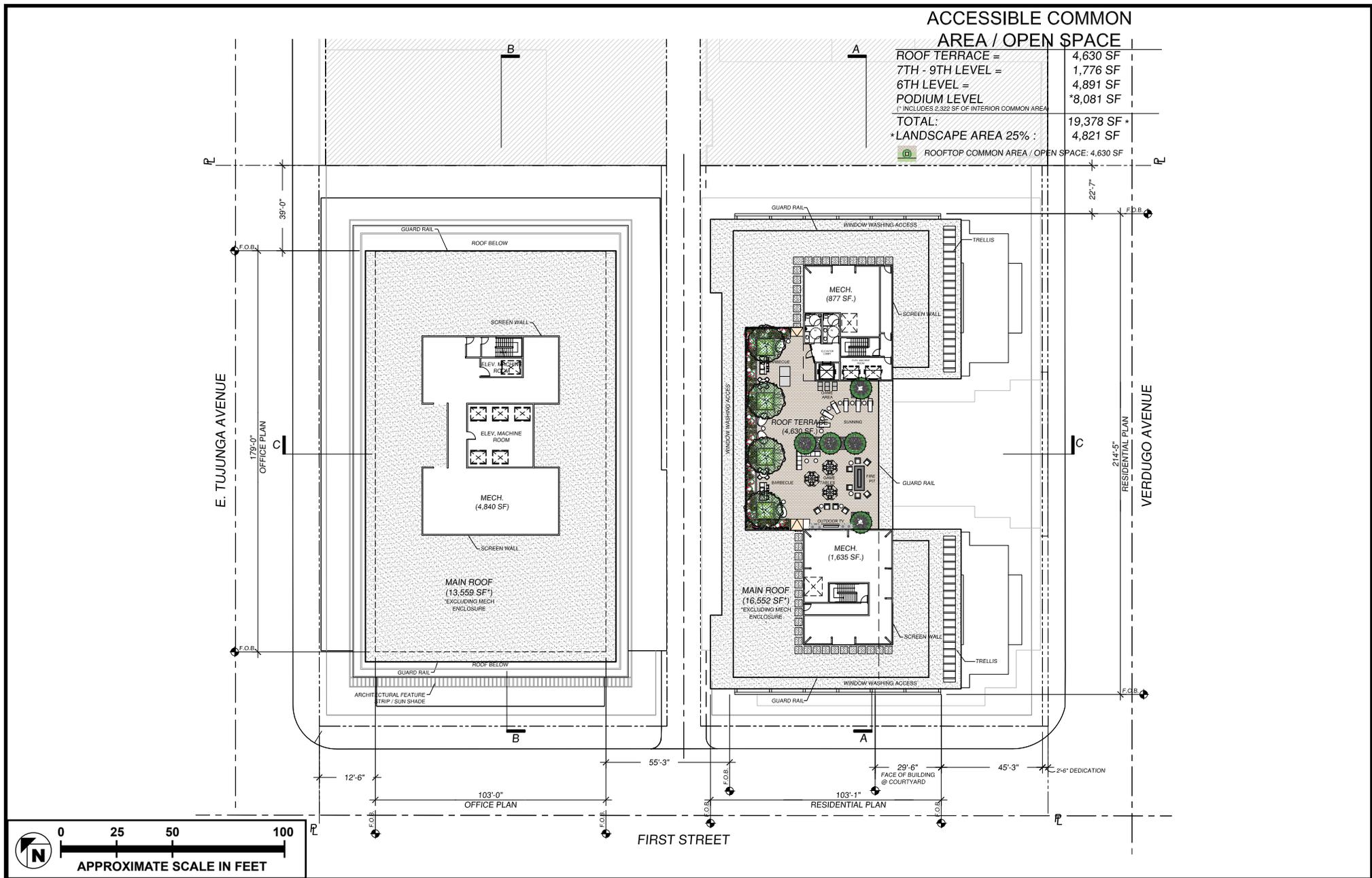


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-31

Meridian
Consultants

Phase 2B Level 8



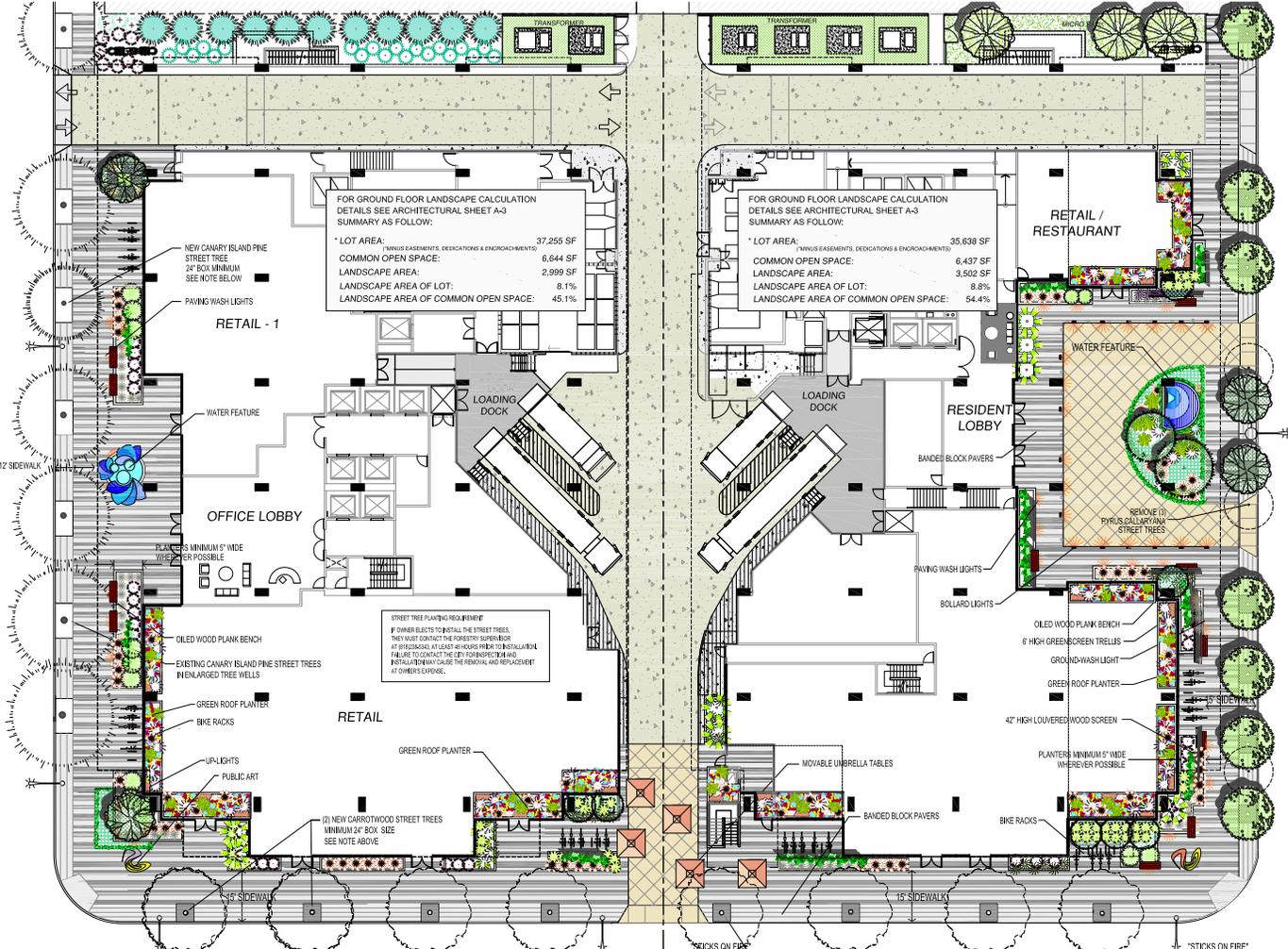
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-32

Phase 2B Roof Plan

PLANT LIST

-  PYRUS CALLERYANA BRADFORD/ BRADFORD PEAR
CITY STREET TREE
24" BOX MINIMUM
SEE STREET TREE PLANTING NOTE
-  RHUS LANCEA
AFRICAN SIKANG
24" AND 36" BOX MULTI-TRUNK
-  GINKGO BILoba AUTUMN GOLD
HARDY MAPLE TREE
36" AND 48" BOX
-  MAGNOLIA GRANDIFLORA "ST. MARY"
SOUTHEASTERN SOUTHERN MAGNOLIA
24" AND 36" BOX
-  PODOCARPUS ELONGATUS ICEE BLUE
BLUE PODOCARPUS
36" BOX
-  OTEA ACUMINATA AZECTORIUM
MEXICAN WEEPING BAMBOO
24" BOX
-  PITTOSPORUM SILVER SHEEN
24" BOX
-  ORNAMENTAL GRASSES &
GRASS LIKE ACCENTS
LODGEPOLE LIME TUFT
DANIELLA SILVER STREAK
-  COLEONEMA PULCHRUM "SUNSET GOLD"
GOLDEN BREATH OF HEAVEN
-  ANISACANTHOS "HARMONY"
KANGAROO PAWS
-  EUPHORBIA "STICKS ON FIRE"
STICKS ON FIRE FENCE PLANT
-  OLEA EUROPEA LITTLE OLIVE
DIWARO OLIVE
-  LOROPETALUM CHINESE PURPLE FRINGE
DIWARP PURPLE FRINGE FLOWER
-  CAREX GLAUCA
BLUE SEDGE
-  FESTUCA RUBRA "MOLATE"
NATIVE FESCUE
-  MIXED SUCCULENTS
AEONIAM ZWARTKOP
AEONIAM VINT
AGAVE ATTENUATA VAREGATA
CRASSULA CAMP FIRE
COROLINE HY. ELECTRIC PINK
-  6" TALL GREEN SCREEN PANELS
WITH HARDY BENGAL VINE



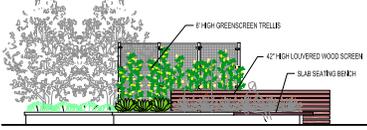
FOR GROUND FLOOR LANDSCAPE CALCULATION
DETAILS SEE ARCHITECTURAL SHEET A-3
SUMMARY AS FOLLOWS:

* LOT AREA:	37,265 SF
* COMMON OPEN SPACE:	6,644 SF
LANDSCAPE AREA:	2,999 SF
LANDSCAPE AREA OF LOT:	8.1%
LANDSCAPE AREA OF COMMON OPEN SPACE:	45.1%

FOR GROUND FLOOR LANDSCAPE CALCULATION
DETAILS SEE ARCHITECTURAL SHEET A-3
SUMMARY AS FOLLOWS:

* LOT AREA:	35,638 SF
* COMMON OPEN SPACE:	6,437 SF
LANDSCAPE AREA:	3,502 SF
LANDSCAPE AREA OF LOT:	8.8%
LANDSCAPE AREA OF COMMON OPEN SPACE:	54.4%

STREET TREE PLANTING REQUIREMENT:
IF OWNER OBJECTS TO INSTALL THE STREET TREES,
THEY MUST CONTACT THE FORESTRY SUPERVISOR
AT THE LOCAL AT LEAST 48 HOURS PRIOR TO INSTALLATION.
FAILURE TO CONTACT THE CITY FORENSPERSION AND
PROTECTIVE UNIT CAUSE THE REMOVAL AND REPLACEMENT
AT OWNER'S EXPENSE.



PLANTER LAYERS



TREE GRATES



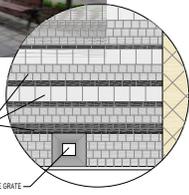
LOUVERED WOOD



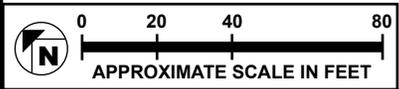
BIKE RACKS



BANDIED BLOCK PAVERS



3" SQUARE TREE GRATE



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

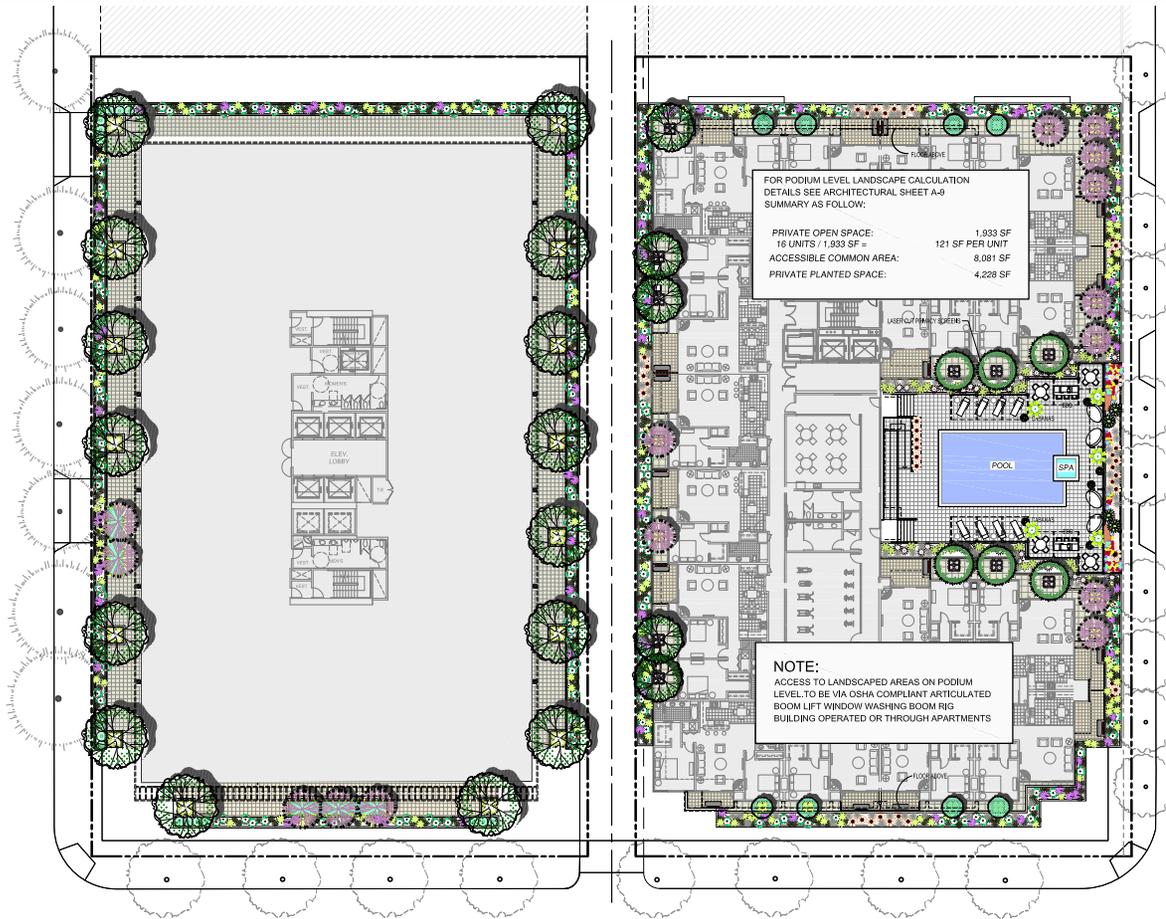
FIGURE 2.0-33a



Phases 1 and 2B Landscaping Plan—Ground Level

PLANT LIST

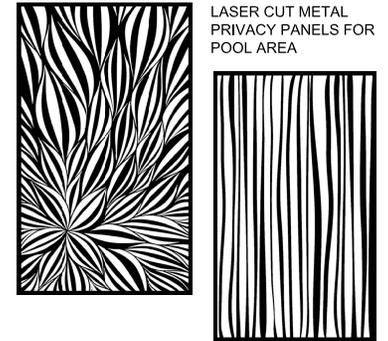
-  RHILUS LANCEA
AFRICAN SUMAC
24" BOX MULTI-TRUNK
-  MAGNOLIA GRANDIFLORA "ST. MARY"
SEMI-DWARF SOUTHERN MAGNOLIA
24" BOX
-  AGONIS FLEXUOSA "AFTERDARK"
PURPLE PEPPERMINT TREE
24" BOX
-  OTEATEA ACUMINATA AZTECTORUM
MEXICAN WEEPING BAMBOO
24" BOX
-  PITTOSPORUM "SILVER SHEEN"
24" BOX
-  ORNAMENTAL GRASSES &
GRASS-LIKE ACCENTS
SESSLERIA AUTUMNALIS
LOMANDRA 'LIME TUFT'
DIANELLA 'SILVER STREAK'
-  CALLISTEMON VIMINALIS 'LITTLE JOHN'
DWARF BOTTLE BRUSH
-  COLEONEMA PULCHRUM 'SUNSET GOLD'
GOLDEN BREATH OF HEAVEN
-  ANIGOZANTHOS 'HARMONY'
KANGAROO PAWS
-  EUPHORBIA 'STICKS ON FIRE'
STICKS ON FIRE PENCIL PLANT
-  OLEA EUROPAEA 'LITTLE OLLIE'
DWARD OLIVE
-  LOROPETALUM CHINENSE PURPLE PIXIE'
DWARF PURPLE FRINGE FLOWER
-  CAREX GLAUCA
BLUE SEDGE
-  MIXED SUCCULENTS
AEONIUM 'ZWARTKOP'
AEONIUM 'WIF'
AGAVE ATTENUATA VARIEGATA
CRASSULA 'CAMP FIRE'
CORDYLINE 'ELECTRIC PINK'



FOR PODIUM LEVEL LANDSCAPE CALCULATION
DETAILS SEE ARCHITECTURAL SHEET A-9
SUMMARY AS FOLLOWS:

PRIVATE OPEN SPACE:	1,933 SF
16 UNITS / 1,933 SF =	121 SF PER UNIT
ACCESSIBLE COMMON AREA:	8,081 SF
PRIVATE PLANTED SPACE:	4,228 SF

NOTE:
ACCESS TO LANDSCAPED AREAS ON PODIUM
LEVEL TO BE VIA OSHA COMPLIANT ARTICULATED
BOOM LIFT WINDOW WASHING BOOM RIG
BUILDING OPERATED OR THROUGH APARTMENTS



GREEN SCREEN PRIVACY
SCREENS



AUTUMN MOOR GRASS



KANGAROO PAWS



SILVER SHEEN



AFTER DARK PEPPERMINT
TREE



MAGNOLIA GRANDIFLORA
"ST. MARY"



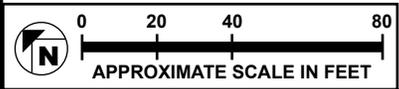
LOMANDRA 'LIME TUFT'



STICKS ON FIRE



AFRICAN SUMAC



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-33b



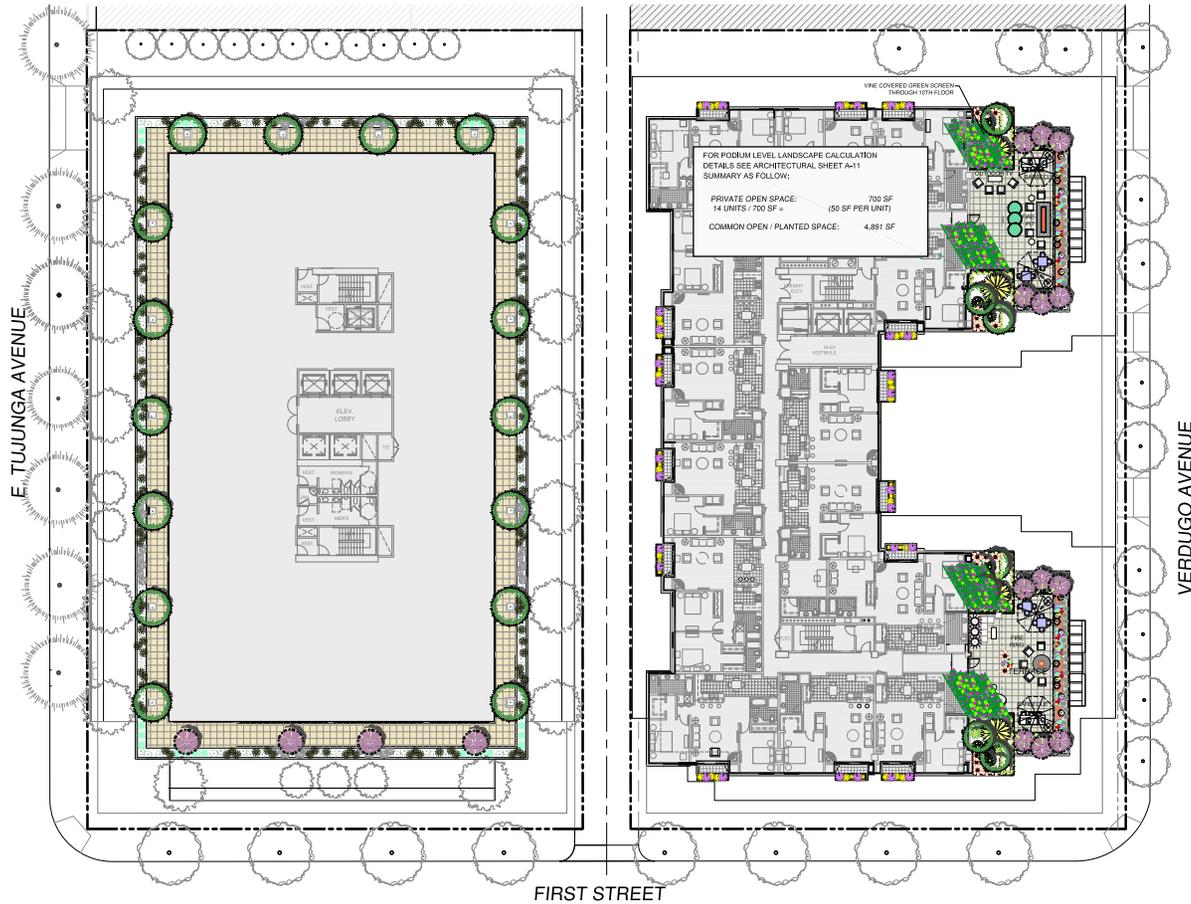
Phases 1 and 2B Landscaping Plan—Podium Level

TREES

-  CERODIUM 'DESERT MUSEUM'
HYBRID PALO VERDE
24" BOX
-  COTINUS COGGYGRIA 'ROYAL PURPLE'
PURPLE SMOKE TREE
-  MAGNOLIA GRANDIFLORA 'ST. MARY'
SEMI-DWARF SOUTHERN MAGNOLIA
24" BOX
-  PITTIOSPORUM TENUIFOLIUM 'SILVER SHEEN'
SILVER PITTIOSPORUM
24" BOX

SHRUBS

-  ANIGOZANTHOS 'HARMONY'
KANGAROO PAWS
-  AGAVE ATTENUATA 'VARIEGATA'
VARIEGATED FOX TAIL AGAVE
-  COLENEMA PULCHRUM 'SUNSET GOLD'
GOLDEN BREATH OF HEAVEN
-  DRACAENA MARGINATA MIXED CULTIVARS
-  EUPHORBIA TIRUCALLI 'STICKS ON FIRE'
STICKS ON FIRE EUPHORBIA
-  FURCRAEA 'MEDIOPICTA'
MAURITUS HEMP
-  OLEA EUROPAEA 'LITTLE OLLIE'
DWARF OLIVE
-  LOMANDRA 'LIME TUFT'
5 GALLON
-  DISTICTIS RIVERSII
ROYAL TRUMPET VINE
15 GALLON ON GREEN SCREEN TRELLIS
- MIXED SUCCULENTS - 6" POTS @ 8" O.C.
 -  SEDUM NUSSBAUMERANUM
 -  CRASSULA ARBORESCENS
 -  ECHEVERIA 'AFTER GLOW'
 -  AEONIUM 'ZWARTKOPF' 40%
 -  AEONIUM 'KIVI' 60%



SHADE CANOPIES



FIRE PIT



PURPLE SMOKE TREE



SILVER STREAK FLAX LILY



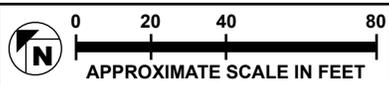
DWARF OLIVE



AUTUMN MOOR GRASS



MIXED SUCCULENTS



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 2.0-33c

Project Construction

The proposed Project would be constructed in two phases. Phase 1 of the proposed Project is expected to begin in mid-2018 and finish by late 2019. Upon completion of Phase 1, Phase 2 would begin in early 2020 and finish in early 2022.

For both phases, construction activities associated with the proposed Project would be undertaken in three primary steps: (1) demolition and clearing; (2) grading and site preparation; and (3) building construction. Construction of each building would commence with demolition and site-clearing activities. All existing improvements on the site would be removed (by phase). Construction and demolition debris would be recycled to the maximum extent feasible. After the completion of site clearing, excavation for relevant subterranean levels would begin. Off-site improvements would include standard 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. Construction activities may necessitate temporary lane closures on streets adjacent to the Project site on an intermittent basis for utility relocations/hookups, delivery of materials, and other construction activities as needed. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on site for the duration of construction activities. Traffic land and right-of-way closures, if required, will be properly permitted by the City and will conform to City standards.

2.5 INTENDED USES OF THIS EIR

This EIR is intended to enable the City, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed Project, thereby enabling them to make informed decisions with respect to the requested actions. For purposes of this EIR, the City is the designated Lead Agency with primary approval authority over the requested land use entitlements.

2.5.1 Lead Agency Approvals

For the Project to be implemented, the City would need to approve the following discretionary actions:

- Zone Change from Burbank Center Commercial Limited Business (BCC-2) to Planned Development (PD) pursuant to Burbank Municipal Code 10-1-19121
- Development Review for new mixed use over 1,000 square feet
- Development Agreement
- Engineering and building permits

2.5.2 Other Agencies with Permit Authority

This EIR may be used by other agencies, including those listed below, to comply with the environmental review requirements of CEQA prior to the approval of permits or actions these agencies are responsible for:

- Burbank Water and Power (BWP)
- Los Angeles Regional Water Quality Control Board (LARWQCB)

3.0 ENVIRONMENTAL SETTING

3.1 EXISTING SITE CONDITIONS

The Project site includes approximately 77,475 square feet of lot area (1.8 acres). The Project site consists of six parcels identified by Assessor's Parcel Numbers (APNs) 2453-019-011, -012, -013, -015, -017, and -018. Currently, a two-story, 47,000-square-foot building occupies the northwestern portion of the site. The balance of the site is surface parking, which includes approximately 136 parking spaces on the eastern half and 28 parking spaces on the western half of the Project site. An alleyway bisects the Project site from South First Street to South San Fernando Boulevard. As shown in **Figure 3.0-1, Site Survey**, the Project site consists of 10 individual lots, Lots 11–20, located on Block 58. Landscaping on the Project site is characterized by minimal vegetation along the perimeter and includes street trees, shrubs, and other ornamental plants.

Photos of existing buildings on the Project site are provided in **Figure 3.0-2, Existing Site Conditions**.

3.2 LOCAL SETTING

Surrounding uses include a mix of commercial, hotel, multifamily residential, and parking. Bordering the Project site to the northwest, across East Tujunga Avenue, are two 20-story Holiday Inn towers and related open space. To the southwest of the Project site, across South First Street, are a 5-story Residence Inn hotel and a 1-story Black Angus restaurant with related surface parking. A 2-story building with related surface parking occupies the site south of the Project site, across East Verdugo Avenue and west of South First Street. Southeast of the Project site is a series of 1-story structures that comprise an auto body shop along East Verdugo Avenue and one single-family house. Adjacent to the Project site's northeastern boundary is a 10-story multifamily residential building along East Verdugo Avenue and an existing 1-story warehouse along East Tujunga Avenue.

It should also be noted that the 6-story Hilton Garden Inn is located to the southeast of the Project site across East Verdugo Avenue. However, this surrounding use was not operational as of the release of the Notice of Preparation (NOP) on February 12, 2016. Pursuant to Section 15125 of the State CEQA Guidelines, the environmental setting of a project is established at the time the NOP is published. While the analysis is not required to consider this use as part of the environmental setting of the proposed Project, it is disclosed herein.

3.3 BURBANK 2035

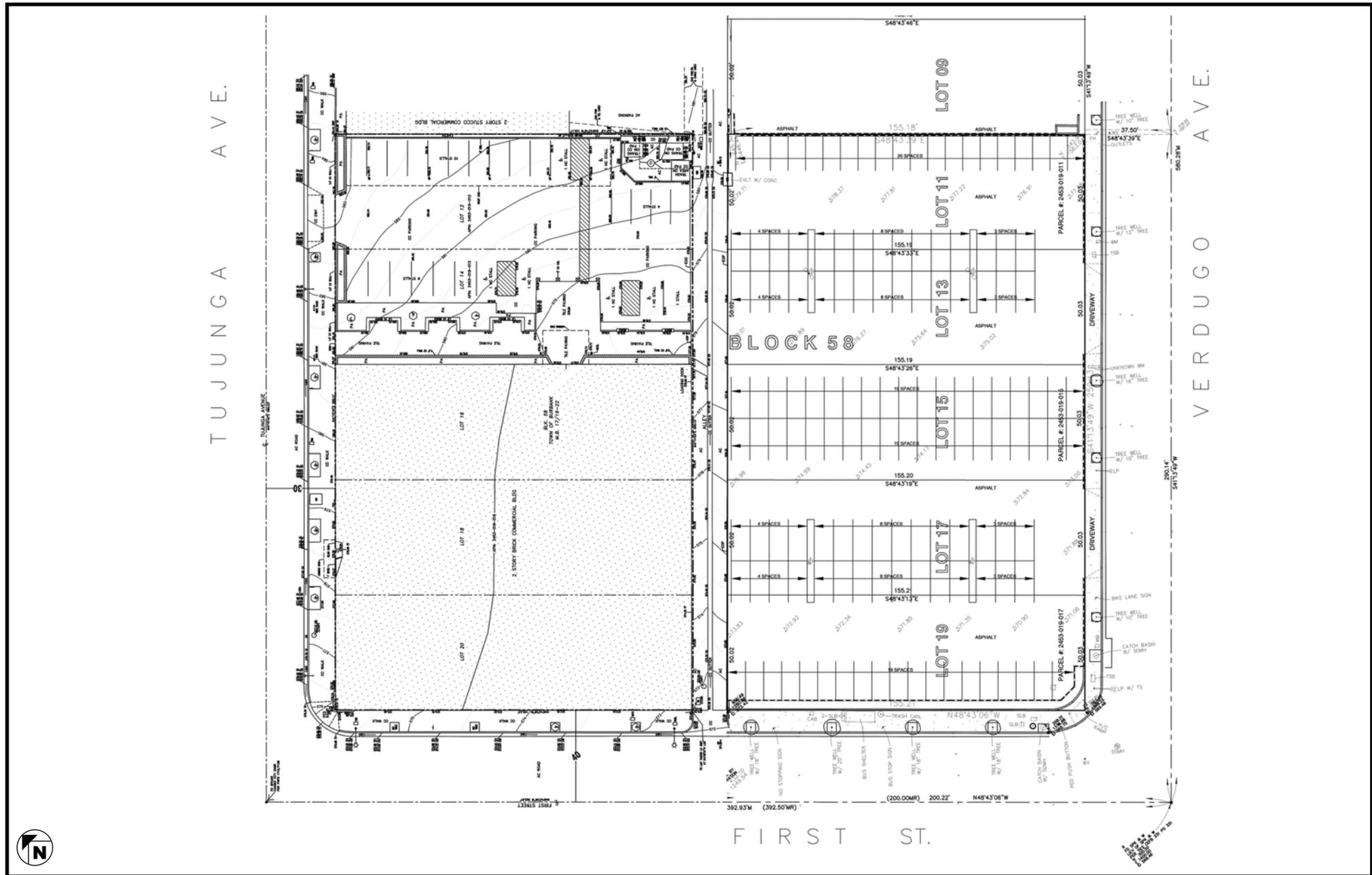
The Project site is currently designated by the Burbank2035 General Plan as Downtown Commercial (see **Figure 3.0-3, Burbank2035 Land Use Map**) and is currently zoned Burbank Center Commercial Limited Business (BCC-2) (see **Figure 3.0-4, City of Burbank Zoning Map**).

The Project site is located in the Burbank Center Plan (BCP) area, a specific plan that addresses the downtown of the City (see **Figure 3.0-5, City of Burbank Planning Areas**). Burbank2035 incorporates the City's existing BCP as an economic development plan to facilitate the revitalization of Downtown Burbank, South San Fernando, and surrounding areas.

The BCP area is bound by Burbank Boulevard to the north, Glenoaks and San Fernando Boulevards to the east, the Burbank/Glendale city boundaries to the south, and Lake Street and Victory Boulevard to the west. The BCP includes a mix of industrial, commercial, high-density residential and public uses. Objectives of the BCP include revitalizing underutilized industrial properties and minimizing motor vehicle traffic on local streets in the neighborhoods within and around the BCP area.

The BCP is comprised of three subareas—City Center, South San Fernando, and City Center West—each with distinct land use issues. The Project site is located within the City Center Commercial subarea of the BCP (see **Figure 3.0-6, Burbank Center Plan Land Use Map**). The City Center subarea is located east of Interstate 5 and north of East Verdugo Avenue and has experienced recent revitalization with office, retail, and entertainment uses. The BCP notes that future development in the City Center subarea should feature a mix of low- to mid-rise commercial, office, and residential structures, with higher density, mixed-use projects provided through the planned development process. Office and residential uses are encouraged above ground-floor retail.¹

1 City of Burbank, *Burbank Center Plan* (June 10, 1997), 24.



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016

FIGURE 3.0-1



Site Survey



View looking northwest across Project site from South First Street and East Verdugo Avenue



View looking northeast across Project site from South First Street and East Tujunga Avenue

SOURCE: Meridian 2016

FIGURE 3.0-2a



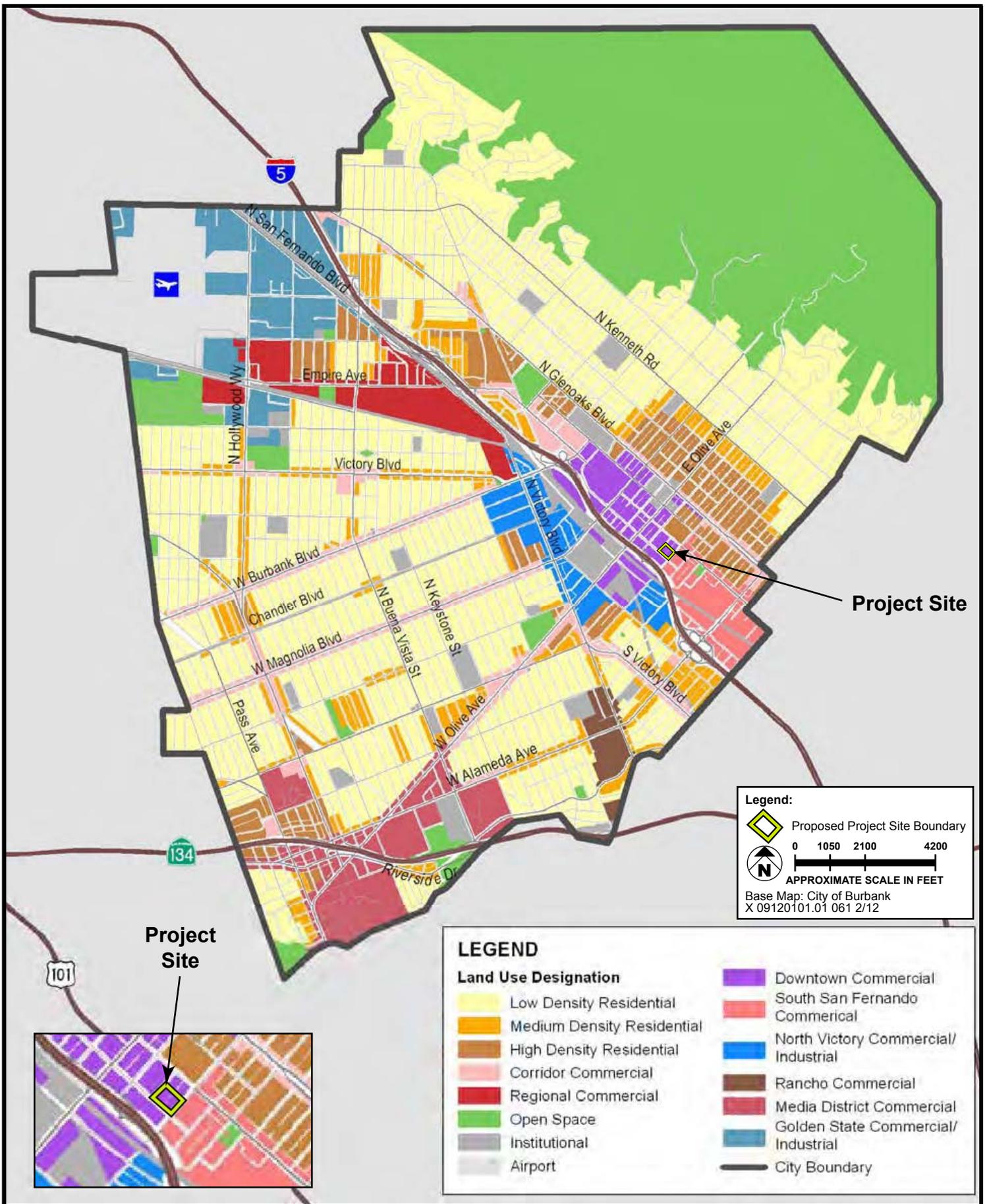
View looking southeast across the Project site from East Tujunga Avenue



View looking west across Project site from East Verdugo Avenue

SOURCE: Meridian 2016

FIGURE 3.0-2b

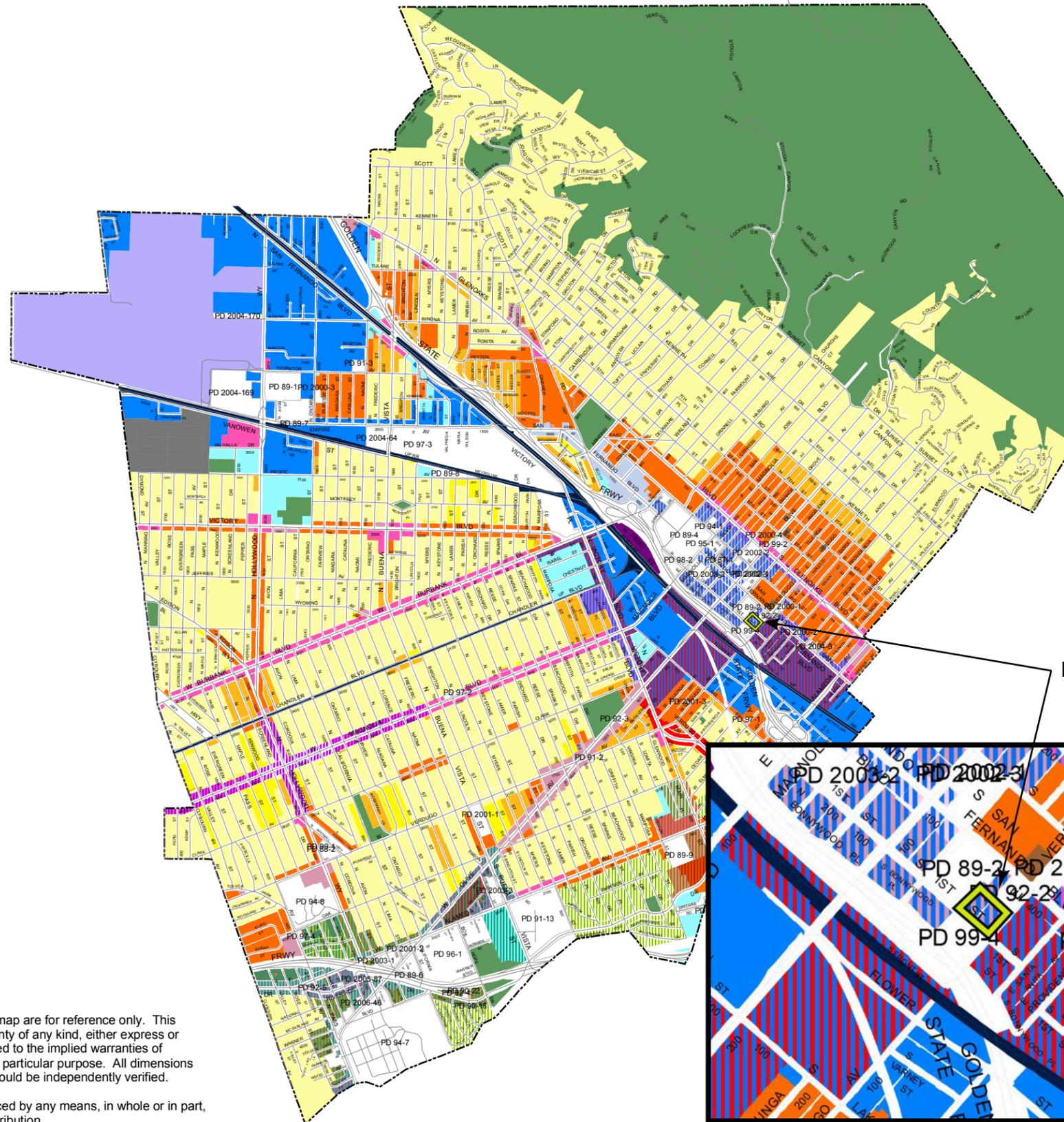


SOURCE: City of Burbank - 2011

FIGURE 3.0-3

Zone Map

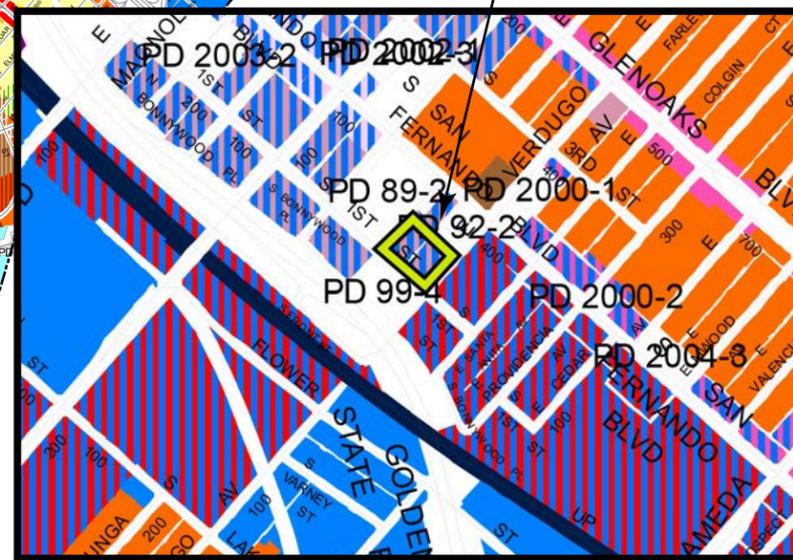
Last Amended October 20, 2012
Ordinance No. 3830



Zone Legend

- R-1 Single Family Residential
- R-1-H Single Family Residential Horsekeeping
- R-2 Low Density Residential
- R-3 Medium Density Residential
- R-4 High Density Residential
- R-5 Very High Density Residential
- MDR-3 Media District R-3
- MDR-4 Media District R-4
- MDR-5 Media District R-5
- NSFC North San Fernando Commercial
- C-2 Commercial Limited Business
- C-3 Commercial General Business
- C-4 Commercial Unlimited Business
- M-1 Limited Industrial
- M-2 General Industrial
- MDC-2 Media District Limited Commercial
- MDC-3 Media District General Business
- MDC-4 Media District Commercial/Media Production
- MDM-1 Media District Industrial
- NB Neighborhood Business
- GO Garden Office
- RC Rancho Commercial
- C-R Commercial Recreation
- RBP Rancho Business Park
- BCC-1 Burbank Center Commercial Retail-Professional
- BCC-2 Burbank Center Commercial Limited Business
- BCC-3 Burbank Center Commercial General Business
- BCCM Burbank Center Commercial Manufacturing
- AD Auto Dealership
- MPC-1 Magnolia Park Commercial Retail-Professional
- MPC-2 Magnolia Park Limited Business
- MPC-3 Magnolia Park General Business
- CEM Cemetery
- AP Airport
- RR Railroad
- OS Open Space
- PD Planned Development

Project Site



The data represented on this map are for reference only. This map is provided without warranty of any kind, either express or implied, including but not limited to the implied warranties of merchantability or fitness for a particular purpose. All dimensions and spatial representations should be independently verified.

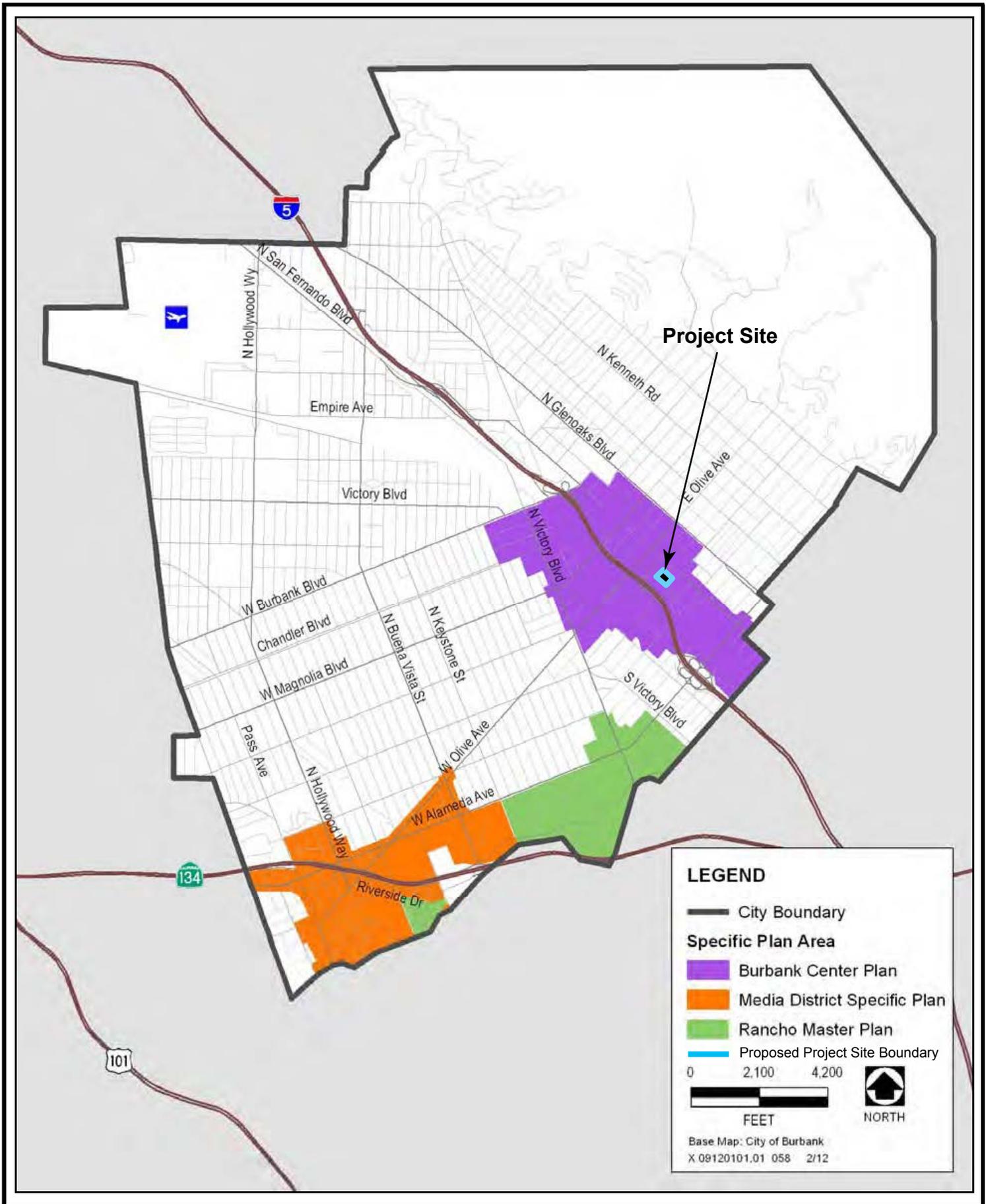
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Legend:

- Proposed Project Site Boundary
- 0 0.25 0.5 1
APPROXIMATE SCALE IN MILES

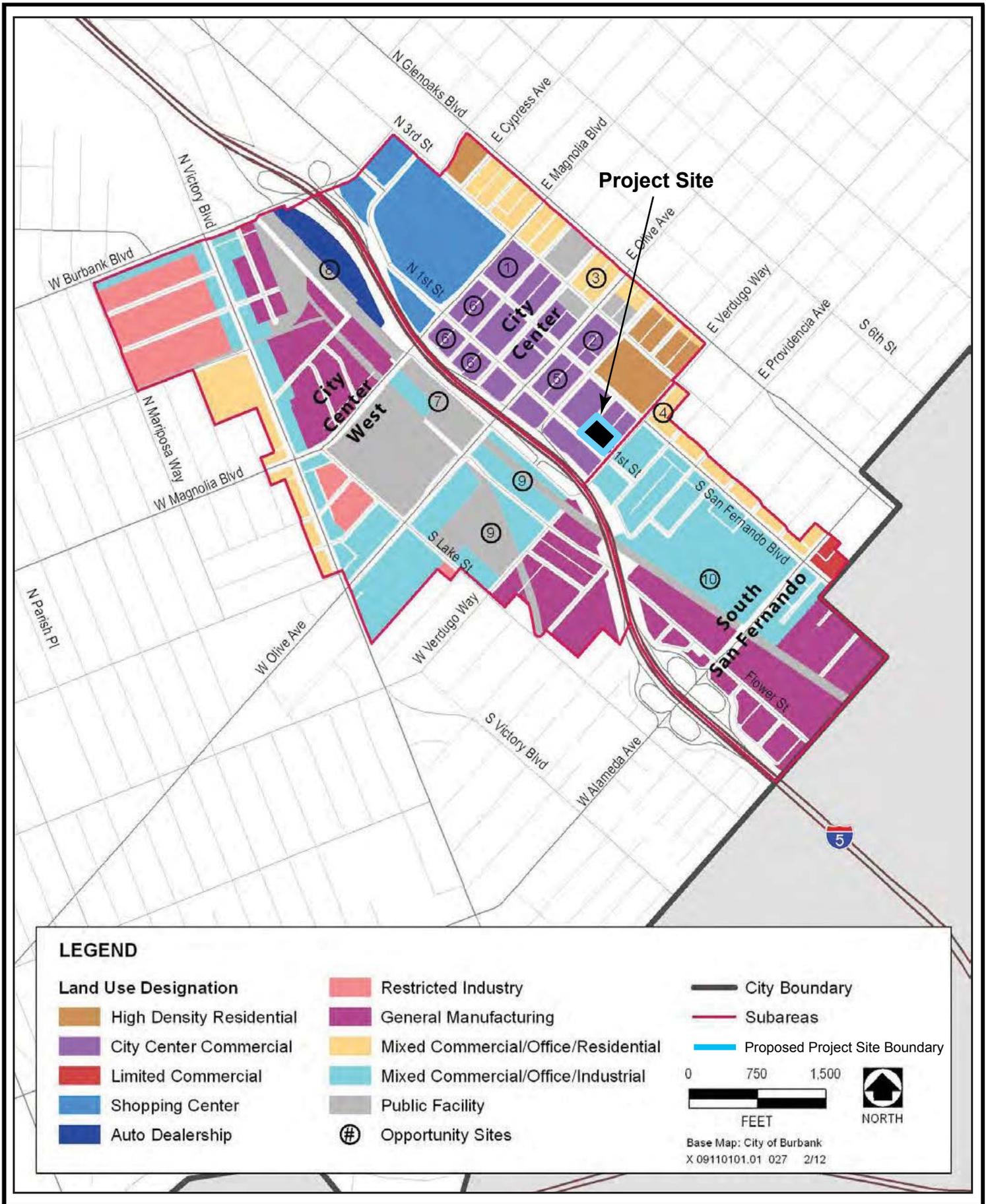
SOURCE: City of Burbank - 2012

FIGURE 3.0-4



SOURCE: City of Burbank, Burbank2035 - 2010

FIGURE 3.0-5



SOURCE: City of Burbank, Burbank2035 - 2010

FIGURE 3.0-6

3.4 CUMULATIVE SCENARIO

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed Project. As defined in the State CEQA Guidelines,² “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed. Through the evaluation of cumulative impacts, CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

The State CEQA Guidelines allow for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:³

- **List Method:** A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- **Regional Growth Projections Method:** A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document, which has been adopted or certified, that described or evaluated regional or areawide conditions contributing to the cumulative impact.

The analysis of cumulative effects “need not provide as great detail as is provided for the effects attributable to the project alone,” but the discussion “shall reflect the severity of the impacts and their likelihood of occurrence.” Where a Lead Agency concludes that the cumulative effects of a project, taken together with the impacts of past, present, and probable future projects, are significant, the Lead Agency then must determine whether the project’s incremental contribution to such significant cumulative impact is “cumulatively considerable,” and thus significant in and of itself. The section additionally states, “when the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A Lead Agency shall identify facts and analysis supporting the Lead Agency’s conclusion that the cumulative impact is less than significant.”⁴

² CEQA Guidelines sec. 15355.

³ CEQA Guidelines sec. 15130(b).

⁴ CEQA Guidelines sec. 15130(a).

This EIR considers the effects of the proposed Project in relation to the full developed forecasted by Burbank2035 and other developments either proposed, approved, or under construction in the area and expected to be implemented prior to the opening date of the Project. Burbank2035 establishes policies that would guide future development/redevelopment within the City and implementation measures that are long term in nature.

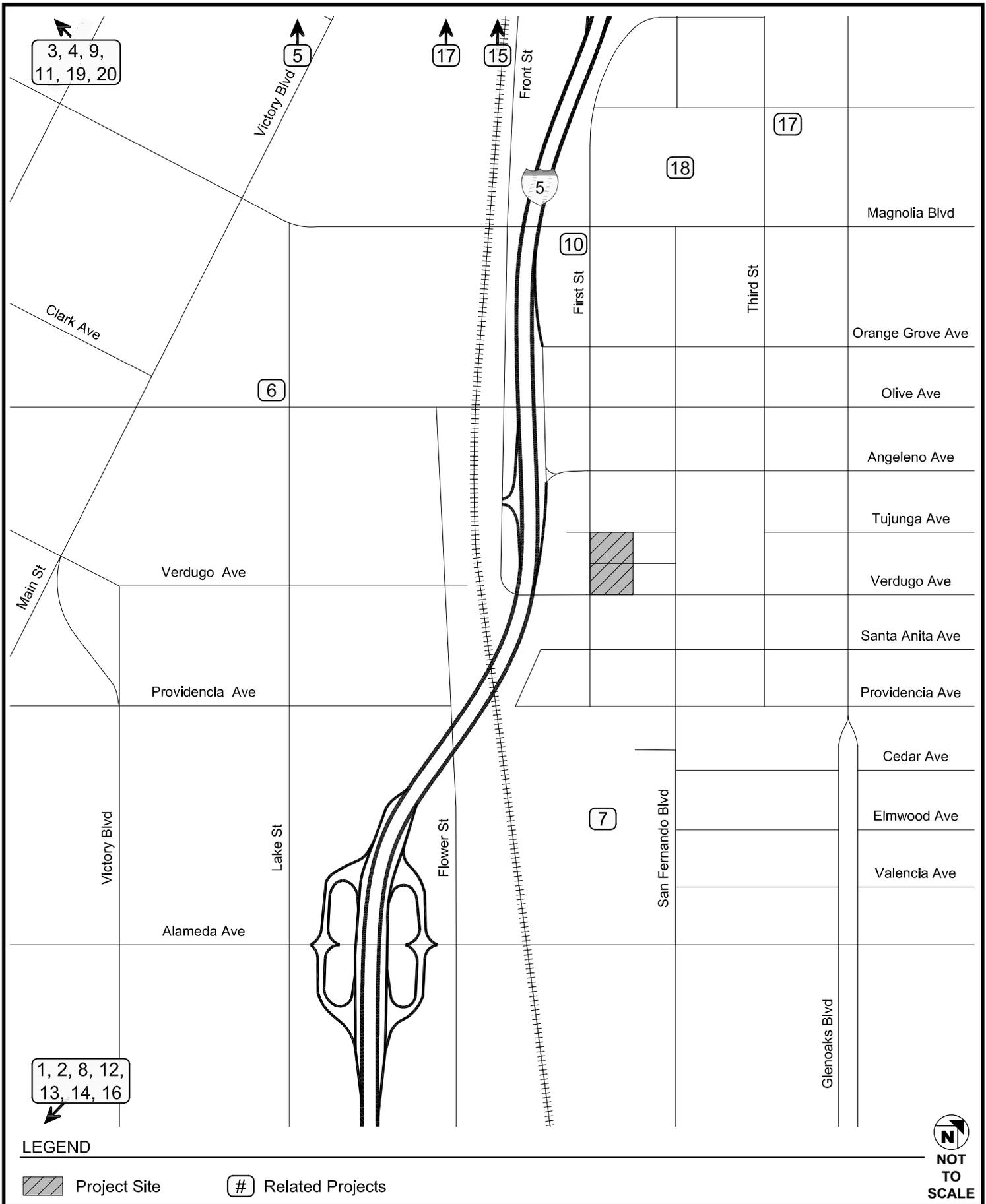
Additionally, the EIR includes consideration of related projects in the area of the proposed Project. A total of 18 related projects within the City of Burbank, illustrated in **Figure 3.0-7, Location of Related Projects**, have been identified in relation to the proposed Project based on their proximity to the Project site. **Table 3.0-1, Related Projects**, provides information on the land use, location, size, and status of these related projects. Use of the related projects was used to assess cumulative conditions where appropriate (e.g. air quality emissions, traffic, utilities).

**Table 3.0-1
Related Projects**

Map No.	Project Name and Location	Description or Land Use	Size	Status
1	Mixed-Use Project 3901 Riverside Drive	Retail Restaurant Residential	3,000 SF 4,600 SF 4 units	Approved
2	Mixed-Use Project 3805 Olive Avenue	Restaurant Coffee shop	14,600 SF 1,800 SF	Approved
3	Media Studios North Original Remaining Entitlement 3333 Empire Avenue	General offices	168,000 SF	Approved
4	Former Weber Aircraft Site – Phase II 2820 Ontario Street	Industrial park	87,089 SF	Approved
5	Mixed-Use Project 1112 W. Burbank Blvd	Medical office General office Retail	2,500 SF 11,300 SF 4,200 SF	Approved
6	Nickelodeon 203 W. Olive Avenue	General office	113,760 SF	Open
7	IKEA 805 S. San Fernando Blvd	Furniture store and warehouse	470,000 SF	Open
8	Talaria (Mixed-Use) 3401 W. Olive Avenue	Supermarket Residential	43,000 SF 241 units	Construction
9	Metrolink Station–Bob Hope Airport Hollywood Way and Cohasset Street	Metrolink station		Approved
10	First Street Village Mixed-Use Project 333 N. First Street	Restaurant Residential	9,265 SF 220 units	Approved (by Planning Board)
11	Opportunity Site 6B (Overton Moore Proposal) West side of Hollywood Way at Tulare Avenue	Industrial General office Hotel Retail	940,000 SF 130,000 SF 175 rooms 12,000 SF	Proposed
12	The Burbank Studios (formerly NBC) Remaining Entitlement 3000 W. Alameda Avenue	Film studios	1,059,621 OEGSF	Approved
13	Warner Brothers 4000 Warner Blvd	Film studios	2,757,596 OEGSF	Approved
14	Disney Buena Vista Studios Remaining Entitlement 500 S. Buena Vista Street	Film studios	635,894 OEGSF	Approved
15	Empire Center–Walmart 1301 N. Victory Place	Discount store	144,000 SF	Approved
16	Bob Hope Center Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General office	109,740	Approved
17	Mixed-Use Project 550 N. Third Street	Hotel	198 rooms	Proposed
18	Mixed-Use Project Burbank Town Center (NOMA) 600 N. San Fernando Boulevard	Residential Hotel Restaurant	1,094 units 200 rooms 45,000 SF	Proposed

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

Notes: OEGSF = office equivalency gross square feet; SF = square feet.



SOURCE: Gibson Transportation Consulting, Inc. - November 2016

FIGURE 3.0-7



Location of Related Projects

4.0 CONSIDERATION AND DISCUSSION OF ENVIRONMENTAL IMPACTS

A Notice of Preparation (NOP) and Initial Study were prepared and circulated for the proposed Project on February 12, 2016, and are incorporated by reference as part of this Environmental Impact Report (EIR). The NOP and Initial Study are attached as **Appendix A**. Based on the findings of the NOP, the City determined that an EIR is required for the proposed Project. Agency and public input received during the NOP comment period and the public scoping meeting were used to determine the scope of the evaluation for the EIR. Copies of the written comments received during the NOP comment period are also attached as **Appendix A**.

The environmental issues considered in this EIR and their corresponding section numbers are as follows:

4.1	Aesthetics	4.6	Land Use and Planning
4.2	Air Quality	4.7	Noise
4.3	Cultural Resources	4.8	Transportation and Traffic
4.4	Geology and Soils	4.9	Tribal Cultural Resources
4.5	Greenhouse Gas Emissions	4.10	Utilities and Service Systems

To assist the reader in comparing information about the various environmental issues, each section is organized as follows:

- Introduction
- Existing Conditions
- Regulatory Framework
- Methodology
- Thresholds of Significance
- Project Impact Analysis
- Cumulative Impacts
- Other Development Scenarios
- Mitigation Measures
- Level of Significance after Mitigation

For each impact identified in the EIR, a statement of the level of significance of the impact is provided. Impacts are categorized as follows:

- A designation of “no impact” is given when no adverse changes in the environment are expected.
- A “less than significant impact” would cause no substantial adverse change in the environment.
- A “significant impact” would have a substantial adverse impact on the environment but could be reduced to less than significant with incorporation of mitigation measures.
- A “significant unavoidable impact” would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less than significant.

4.1 AESTHETICS

This section of the EIR evaluates the potential aesthetic impacts that would be generated by the construction and operation of the proposed Project, in terms of scenic vistas and light and glare. An overview of the existing conditions at the Project site and the surroundings is provided, followed by a discussion of the regulatory framework associated with the proposed Project. The analysis of the proposed Project compares visual and light and glare conditions with previously, present, and probable future development conditions.

4.1.1 Existing Conditions

Project Site and Surrounding Area

The existing Project site is developed with a 2-story building and related surface parking covering a lot area of approximately 77,475 square feet (1.8 acres). The existing building is approximately 47,000 square feet in size and the surface parking lot consists of 164 total parking spaces. An alleyway bisects the Project site, connecting South First Street to South San Fernando Boulevard on the northeast. There is minimal landscaping and vegetation along perimeter of the Project site. Street trees, shrubs, and other ornamental plants characterize the area.

The Project site is directly enclosed within South First Street, East Verdugo Avenue, East Tujunga Avenue, and a 10-story, multifamily residential building. Land uses surrounding the Project site are commercial, light industrial, and residential in nature. A mix of restaurants, hotels, offices, and residences are found along the bordering streets of the Project site.

Bordering the Project site to the north, across East Tujunga Avenue, are two 20-story Holiday Inn hotel towers and related open space. To the west of the Project site, across South First Street, are a 5-story Residence Inn hotel and a 1-story Black Angus restaurant with related surface parking. A 2-story building with related surface parking occupies the site south of the Project site, across East Verdugo Avenue and west of South First Street. South of the Project site is a series of 1-story structures that comprise an auto body shop along East Verdugo Avenue and a 1-story single-family house. To the east of the Project site along East Tujunga Avenue is a 1-story warehouse and a 10-story, multifamily residential building, which is adjacent to the site's eastern border.

Utility lines (power poles) are also clearly visible along the perimeter of the Project site, and contribute to the urban and light industrial characteristics of the site. Landscaping on the Project site is minimal with a few ornamental street trees and shrubs along South First Street, East Verdugo Avenue, and East Tujunga Avenue.

The Project site is relatively flat with elevations gently sloping from approximately 585 feet above sea level along the northwest to approximately 570 feet above sea level along the southeast. The Golden State Freeway (Interstate 5; I-5) runs along the western side of this site and although the Project site is visible from the I-5, buildings on the site do not block views of the Verdugo Mountains to the east.

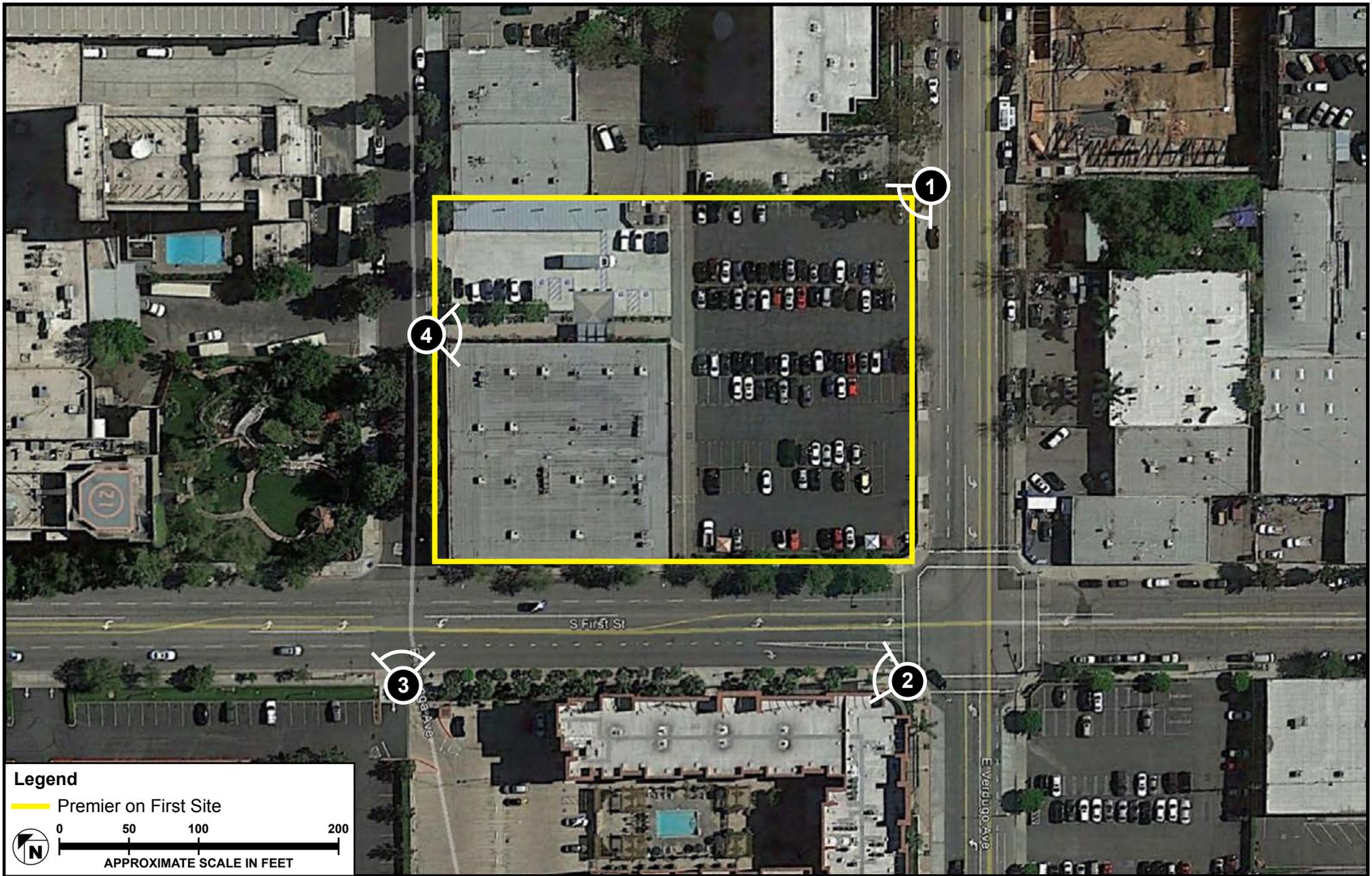
The location and direction of various viewpoints across the Project site and surrounding area are shown in **Figure 4.1-1, Viewpoint Location Key**.

Figure 4.1-2, View Locations 1 and 2, provides views looking west across the Project site (Location 1) and north towards the Project site along South First Street (Location 2). Short and mid-range views from Location 1 includes views of the Project site's surface parking area, parking light fixtures, and parked cars. Long-range views from Location 1 consist of the Holiday Inn tower to the north and the Residence Inn to the west. Short and mid-range views from Location 2 include traffic along South First Street and the existing 2-story office building located on the Project site. Long range views from Location 2 consist of the two Holiday Inn hotel towers to the north.

Figure 4.1-3, View Locations 3 and 4, provides views looking east down East Tujunga Avenue (Location 3) and south across the Project site from East Tujunga Avenue (Location 4). Short and mid-range views from Location 3 include the intersection of South First Street and East Tujunga Avenue, in addition to the 2-story building located on the Project site and the Holiday Inn tower. Long range views from Location 3 are mainly obstructed by street trees; however, a portion of the Verdugo Mountains is visible. Short and mid-range views from Location 4 include the Project site's landscaping, pedestrian walkways, covered surface parking to the east, and partial views of the 2-story building to the west. Long range views from Location 4 consist of the 10-story multifamily residential building to the east and lightly obstructed views of the properties along East Verdugo Avenue.

Scenic Vistas

The term "scenic vistas" is difficult to define because it is subjective and depends on individual preferences rather than objective data. As in many cities, Burbank does not currently have an adopted definition for scenic vistas or a map designating local scenic views. In general, scenic vistas can be defined as viewpoints that provide expansive views of a highly-valued landscape for the benefit of the general public.



SOURCE: Google Earth - 2016

FIGURE 4.1-1



Location 1: View from East Verdugo Avenue looking West across the Project site



Location 2: View from the corner of South First Street and East Verdugo Avenue looking north towards the Project site

SOURCE: Meridian 2016

FIGURE 4.1-2



Location 3: View from South First Street looking East down East Tujunga Avenue



Location 4: View from East Tujunga Avenue looking south across the Project site

SOURCE: Meridian 2016

FIGURE 4.1-3

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. Orientation of the street network maximizes public access to these views, with streets east of the Golden State Freeway (I-5) oriented toward the Verdugo Mountains and streets south of West Burbank Boulevard oriented toward the Santa Monica Mountains (See **Figure 4.1-4 Scenic Vista Orientation**). Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource.¹ Because the City lies on a generally flat plain within the San Fernando Valley, the topographic relief of the surrounding mountains provides natural, way-finding features. As shown in **Figure 4.1-4**, the Project site does not contain any scenic vistas.

Scenic Resources

Scenic resources are natural or manmade features that are visually pleasing and contribute to the definition of a community or region. Scenic resources can include trees and landscaping, rock outcroppings, historic buildings, and public art. Scenic resources within the City include public parks and open space. The architecture of historic structures such as Burbank City Hall is also considered a scenic resource that represents aspects of the City's history. Burbank's residential, commercial, and industrial neighborhoods contain numerous examples of historic architectural styles including Craftsman, Colonial, Mediterranean, Prairie, Goochie, Art Deco, and Mission Revival. Historic commercial signs throughout the City also contribute as scenic resources.

There are no designated scenic resources on the Project site.

Scenic Routes

No designated scenic highways, corridors, or streets are identified within Burbank2035,² nor is the Project site located within close proximity to a State scenic highway.³

Visual Character

Visual character is descriptive and not evaluative, which means that the development traits described are neither good nor bad in and of themselves. Burbank is characterized as an urban collection of residential, commercial, and industrial neighborhoods set against the backdrop of mountainous, open space areas. Burbank's visual character can be organized and described according to several major development themes including: downtown Burbank, single-family neighborhoods, commercial corridors, the Media district, industrial areas, and the Verdugo Mountains.

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- 1 City of Burbank, *Burbank2035*, Open Space and Conservation Element, February 2013.
 - 2 City of Burbank, *Burbank2035*, Open Space and Conservation Element, February 2013.
 - 3 California Department of Transportation, "California Scenic Highway Mapping System," http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed July 2016.

Traffic lights, parking garages, and pedestrian-oriented design distinguish downtown Burbank as the urban core of the City. Most streets have a mature tree canopy that shades the sidewalks and visually screens the lower floors of buildings. Portions of downtown Burbank have decorative street lighting as opposed to the cobra-head lights found in other areas of the city.

The Project site is located in the City Center Subarea of the Burbank Center Plan (BCP) area. This area is entirely surrounded by commercial and public land uses. A common characteristic for all areas within the BCP are the presence of commercial corridors, such as South San Fernando Boulevard, which are lined with commercial uses and connect downtown Burbank to the neighboring cities of Los Angeles and Glendale. Buildings along these corridors are one to eight stories tall with varying street setbacks. Sections of these corridors include pedestrian-oriented buildings that abut the sidewalk, with parking provided on streets or to the rear of buildings. Some areas have street trees while other areas have little to no vegetation.

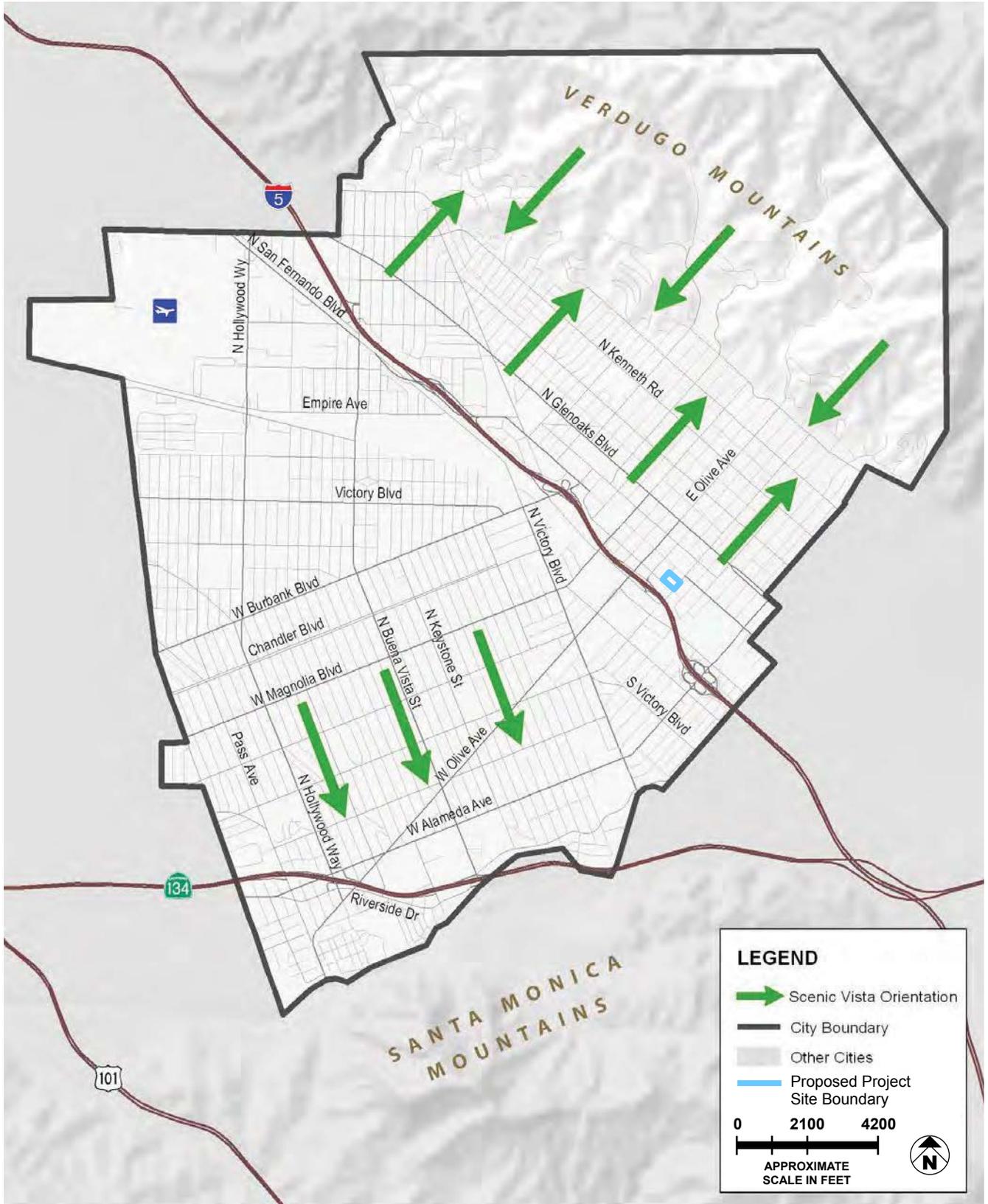
As noted previously, the Project site consists primarily of commercial (general office, restaurant, automotive) uses and surface parking. The visual character of the Project site is urban and is used for light industrial, commercial, and warehousing uses.

The existing building on the Project site is 2 stories and constructed of reinforced brick with influences from the International style. The building is square in plan and rests on a concrete-slab foundation. Dimensions are approximately 160 feet by 160 feet. The building is covered by a flat, built up roof with a mineralized cap sheet. Apart from the stylized brickwork at the roof parapets and around the window openings, the building has otherwise unpretentious façades.⁴ Additionally, a combination of concrete and asphalt-paved parking and driveway areas surround the building to the east and south. Public and private sidewalks are of poured-concrete construction, and mature landscaping fronts the building to the north, east, and west.

Light and Glare

Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Daytime glare can interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim.

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.



SOURCE: Burbank 2035, General Plan, Technical Background Report

FIGURE 4.1-4

Burbank contains several existing sources of light and glare such as streetlights along roadways and inside parking lots, illuminated signs, lighted recreation facilities, landscape lighting, and light that is emitted from the interiors of residential and nonresidential buildings. Additionally, localized sources of glare include buildings and structures with glass, metal and polished exterior or roofing material. The surrounding hillsides largely remain in their natural state and produce limited, if any, light and glare.

The Project site is within a highly urbanized corridor along the I-5 and the South San Fernando Boulevard commercial corridor leading to downtown Los Angeles. This corridor is already affected by light and glare from the freeway, existing uses in the area, commercial signage, parking lots, and security lighting. Lighting associated with uses in the Project area contribute to the high ambient nighttime light levels that characterize the area. Interior light spillover from windows of nearby commercial and residential uses also contributes to the ambient nighttime levels.

Sources of lighting and glare associated with the existing building on the Project site include the numerous multipane, aluminum-sash glass windows and doors, as well as a decorative metal awning above the main entrance on the north. The existing building also contains various exterior security lights above building entrances and along the roof parapets. The reinforced brick building does not contain any other polished exterior surfaces that produce localized glare. Other existing sources of glare on the Project site include the light poles and other security lights located within the surface parking lot.

Shade and Shadow

Prolonged periods of shade and shadowing can negatively affect the character of certain land uses. Shadow-sensitive receptors include residences (particularly yards), solar collectors, recreational facilities and parks, schools, pedestrian plazas, hotel swimming pools, and/or outdoor dining areas. A shadow is dependent on the height, size, and shape of the building from which shadow is cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth and the earth's elliptical orbit. The longest shadows are cast during winter months and the shortest shadows are cast during the summer months. The shortest day of the year (i.e., the shortest day of the year and the longest night) is the winter solstice, which occurs in late December.

The closest shadow-sensitive uses located within the vicinity of the proposed Project site are the open terrace area and private southern balconies associated with the 10-story, multifamily residential building directly to the east; the single-story residential house located directly south along East Verdugo Avenue; the 6-story Hilton Garden Inn located directly east along East Verdugo Avenue; the 5-story Residence Inn Hotel located directly west along South First Street; and the open space and outdoor recreation area associated with the 20-story Holiday Inn hotel located directly north along East Tujunga Avenue.

4.1.2 Regulatory Framework

State Programs

Caltrans Scenic Highway Program

The California Department of Transportation (“Caltrans”) Scenic Highway Program protects and enhances the natural scenic beauty of California’s highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that transverse an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located within the City.

City of Burbank

Burbank2035 General Plan

The City adopted the Burbank2035 General Plan (“Burbank2035”) in February 2013.⁵ Burbank2035 provides guidance to City decision makers on allocating resources and determining the future physical form and character of development. Burbank2035 includes the following elements: Air Quality and Climate Change; Land Use; Mobility; Noise, Open Space and Conservation; Safety; and Plan Realization. The Land Use Element establishes standards for residential density and nonresidential building intensity for land located throughout the City. The Land Use Element establishes a policy to ensure that architecture and site design are high quality, creative, complementary to Burbank’s character, and compatible with surrounding development and public spaces. The Land Use Element also identifies a policy to ensure that lots and buildings appropriately interact with and address public streets. The proposed Project site is currently designated by Burbank2035 as Downtown Commercial (please refer to **Section 4.6, Land Use and Planning**, for a full discussion of the proposed Project’s consistency with Burbank2035).

Burbank Center Plan

The BCP is an economic revitalization plan for downtown Burbank and surrounding areas. The BCP is divided into three subareas (City Center, South San Fernando, and City Center West) and addresses transitioning underused industrial properties into mixed-use neighborhoods with an attractive pedestrian environment. The proposed Project is located in the City Center Subarea. The following policies are intended to improve the visual quality of the City Center Subarea:

5 City of Burbank, *Burbank2035*, February 2013.

- Encourage the construction of a gateway mid to high-rise mixed use complex if a public amenity such as a public plaza were provided;
- Permit increased density, reduced on-site parking and other appropriate incentives for development that maximize job creation if direct physical access were provided to the Regional Intermodal Transportation Center (RITC), which is designed to facilitate vehicle trip reduction programs;
- Encourage the construction of a child care facility;
- Encourage the construction of a telecommuting center; and
- Encourage well designed pedestrian access over Interstate 5.

Chapter 3 of the BCP provides land use regulations and development standards for uses in the various subareas. This includes changes made to the Burbank Municipal Code (BMC) to implement the land use policies in the BCP by creating the zoning regulations for the BCP area. As noted in the BCP, the Project site is designated as City Center Commercial (please refer to **Section 4.6, Land Use and Planning**, for a full discussion of the BCP and zoning restrictions).

The maximum allowable height for all structures within the BCP area is provided in **Table 4.1-1, Burbank Center Plan Building Height Limits**. The Project site is located more than 500 feet from the nearest R-1 or R-2 zoned property. As the applicant for the proposed Project is requesting a zone change from BCC-2 to Planned Development (PD), the maximum allowable height for structures on the Project site would be 205 feet, or 15 stories.

The BCP states that maximum height shall be measured from the average of the natural grade elevations of the corners of the property; for buildings up to 70 feet, maximum height shall be measured to the ceiling height of the highest room permitted for human occupancy. Rooftop mechanical, storage, and building circulation facilities are excluded from height limits, provided that these facilities do not occupy more than one-third (1/3) the area of the roof and are located in the interior of the roof area.

**Table 4.1-1
Burbank Center Plan Building Height Limits**

Distance from R-1 or R-2 Zoned Lot Line	Maximum Allowable Height
0–25 feet	1 foot height for each 1 foot of distance from R-1 or R-2 lot line for any part of structure
25–50 feet	25 feet (roof and architectural features may exceed the maximum height, up to 35 feet, if a 45-degree angle is maintained)
50–150 feet	35 feet
150–300 feet	50 feet
Greater than 300 feet	70 feet (90 feet within the Civic Center)
Greater than 500 feet	164 feet (12 stories) via conditional use permit
Greater than 500 feet	205 feet (or 15 stories) via planned development

Source: City of Burbank, Burbank Center Plan, Section 31-2530 (1997).

City of Burbank Zoning Ordinance

The City of Burbank Zoning Ordinance (Title 10 of the Burbank Municipal Code [BMC]) is a tool to implement Burbank2035 and provides regulations to preserve public peace, health, and safety. The Zoning Ordinance addresses the aesthetic considerations of development, including development standards for parking, building heights, setbacks, density, lot coverage, open space requirements, and signs. The Project site is located within the BCP and is zoned Burbank Center Commercial Limited Business (BCC-2). The proposed Project would be subject to applicable development standards for the Burbank Center overlay zoning area, as established within Article 25 of Zoning Ordinance. Section 10-1-2530 establishes maximum allowable building heights for all structures within the BCP, as identified in **Table 4.1-1**. Article 10 also includes general property development provisions regarding lighting. The BMC requires that all lighting shall be directed and/or shielded to illuminate only the intended area of illumination. Lights that spill into residential units or lots or create off-site glare are prohibited.

4.1.3 Methodology

The analysis contained in this section identifies and examines factors that contribute to the perception of the potential impacts to aesthetic and visual character of the Project site and surrounding area that would result from the development of the proposed Project. Potential aesthetic impacts are evaluated by considering proposed grading, landform alteration, building setbacks, scale, massing, typical construction materials, and landscaping features associated with the design of the proposed Project. Edge conditions and view alterations are considered in the context of the above factors.

4.1.4 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 aesthetics if it would:

Threshold: **Substantially degrade the existing visual character or quality of the site and its surroundings?**

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

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.

4.1.5 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 Notice of Preparation (NOP) as potentially significant (see **Responses to NOP, Appendix A**).

Threshold: **Substantially degrade the existing visual character or quality of the site and its surroundings?**

All Phases

Burbank2035 notes that in more urbanized areas, the character of neighborhoods, architecture, vegetation, and landscaping all provide visual character. The Project site is located in the City Center Subarea as defined in the Burbank Center Plan, a specific plan adopted in 1997 as an economic development plan to facilitate the revitalization of Downtown Burbank, South San Fernando, and surrounding areas.

As previously described, scenic vistas within the City include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the southwest. The Project 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. The proposed Project would also not have an adverse impact on a scenic resource located within a designated scenic highway, as Burbank2035 does not identify any scenic highways within proximity of the Project site.

Commercial corridors, such as South San Fernando Boulevard, are lined with commercial uses and connect downtown Burbank to the neighboring cities of Los Angeles and Glendale. Buildings along these corridors are one to eight stories tall with varying street setbacks. Sections of these corridors include pedestrian-oriented buildings that abut the sidewalk, with parking provided on streets or to the rear of buildings. Some areas have street trees while other areas have little to no vegetation.

The visual character of the Project site and surrounding area is typical of an urbanized development. Development of the proposed Project would alter the existing visual character of the Project site and its vicinity by adding new visual elements to the site. The proposed Project would demolish the existing improvements on a site that is currently utilized by a vacant 2-story building and related surface parking. The proposed Project would construct two 11- to 14-story towers that would provide a mix of uses, including 154 multifamily residential units, ground level retail/restaurant, and hotel or office uses. The existing uses on the Project site do not contain any visual significance and do not contribute toward creating a valued visual character or image of a neighborhood, community, or localized area.

While the proposed mixed-use towers associated with Phases 1 and 2A/B would be several stories taller than the existing building on the Project site, they would not be considered out of character for the area. As shown in **Figure 4.1-5, Rendering from First and Verdugo**, and **Figure 4.1-6, Rendering from First and Tujunga**, the two towers for both Phases 1 and 2A/B, which would range in height between 149 to 164 feet would be consistent with the urban character of the vicinity and general height profile of surrounding buildings. The Project site is bordered by a 19-story Holiday Inn to the north, a 10-story multifamily residential building to the east, and a 5-story Residence Inn to the west. Furthermore, the height of the two 11- to 14-story towers would be within the maximum building height limit allowed by the BCP, which is 15 stories or 205 feet.

The ground-level retail/restaurant uses along South First Street would serve to aesthetically and physically improve the pedestrian character and function of the Project site. The proposed Project includes setbacks and landscaping to avoid creating an abrupt visual transition between existing uses and new structures, and would alter the visual character of the site in a positive manner. The addition of street trees and other landscaping features along East Tujunga Avenue, South First Street, and East Verdugo Avenue would further enhance the visual character of the Project site.



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016.

FIGURE 4.1-5a



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016.

FIGURE 4.1-5b



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016.

FIGURE 4.1-6a



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - December 2016.

FIGURE 4.1-6b

Therefore, the addition of ground-level commercial uses, perimeter landscaping, open space, and various aesthetic treatments and pedestrian features would replace the existing underutilized uses with an enhanced streetscape and improve the overall look and visual character of the proposed Project site.

Although the proposed Project would replace the existing development on the Project site with a larger-scale development, both in height and site coverage, the change would not be considered adverse, since the existing development is not of high aesthetic value and the proposed scale is compatible with surrounding development. Each phase of the proposed Project would be constructed using a contemporary architectural design and would provide landscaping such as street trees, ornamental trees, and shrubs to soften and improve the overall look and visual character of the proposed Project site.

Through the City's development review process, the proposed Project would be reviewed to ensure that the buildings and associated improvements are compatible with existing development and proposed new development. Therefore, the proposed Project would not substantially degrade the existing visual character of the site or its surroundings, and impacts would be less than significant.

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

Lighting

All Phases

The architectural highlighting associated with Phases 1 and 2A/B of the proposed Project would complement the artistic design of the development and enhance its view from adjacent areas. Low-level light sources would be used on the Project site, including exterior lighting from driveway and parking entrances, accent lighting, wayfinding along walkways, security lighting, and light emanating from windows of the residential, ground level retail/restaurant and hotel or office uses. Exterior lighting would consist of security and wayfinding lighting provided at vehicle and pedestrian entry points and areas of circulation. Lighting would mainly focus on the ground level public spaces, with interior lighting emanation from the upper stories of the two towers. Signage elements for the residential and hotel or office uses are also proposed to be incorporated on the towers using illuminated light-emitting diode (LED) technology. The signs proposed for the towers would be subtle and would have a minimal effect on adjacent uses across. As proposed, the signs would be located on the tower frontages along East Tujunga Avenue, South First Street, and East Verdugo Avenue. No off-site signage would be constructed as a part of the proposed Project.

North, south, and west of the proposed Project site are light commercial and parking uses. Light-sensitive land uses in the area include the single-story residential home directly south of the proposed Project site along East Verdugo Avenue. The existing commercial uses illuminate their site at night in a

similar manner to existing lighting on the proposed Project site, and similar in turn to the lighting that would occur with proposed Project operation. The existing commercial, residential, and retail uses also contribute to the existing baseline conditions surrounding the proposed Project site.

As the proposed Project's subterranean parking levels would be fully enclosed no vehicle lighting would be visible from the exterior. The facades of the above ground parking levels would feature stainless steel fabric mesh panels to diffuse and screen vehicle headlight spillover on adjacent uses. In addition, vehicle activity within the above ground parking levels would be periodic and temporary with it unlikely that there would be a substantial number of vehicles directing lights in the vicinity at the same time. Lighting impacts associated with the above ground parking levels would be similar to the existing urban environment, which currently contains light sources from vehicle headlights on surrounding roadways. All Project lighting would comply with the Burbank Municipal Code by limiting light spill on light-sensitive uses. New light sources related to the proposed Project would include light from windows of the residences and hotel units/office spaces. Due to the high levels of ambient light already existing in the area, the potential for the proposed Project to increase ambient light levels in the area is low. Therefore, the increase in ambient and direct lighting is not expected to interfere with activities in nearby residences and commercial uses.

As the design of the proposed Project would comply with applicable BMC regulations, the proposed Project would not create a substantial new source of light that would adversely affect day or nighttime views onto surrounding uses in the Project area. Nor would the proposed Project substantially alter the character of the areas surrounding the Project site that would interfere with the performance of off-site activities. Impacts attributable to proposed Project-induced artificial lighting would be less than significant.

Glare

All Phases

Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare generation is typically related to sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Daytime glare can interfere with the performance of an off-site activity, such as the operation of a motor vehicle. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim.

Glare-sensitive uses include the multifamily residences to the east of the proposed Project site. However, all windows incorporated into the design of Phases 1 and 2A/B would be made of low-reflectivity glass that would serve to minimize glare. Vehicles parked within the subterranean parking levels would be enclosed, and thus would not create any reflected glare on adjacent uses. The facades

of the Podium-Level parking levels would feature stainless steel fabric mesh panels to minimize and screen vehicle windshield glare on adjacent uses. In addition, prior to the issuance of a building permit, the type or categories of all exterior glass and architectural features on the building façade and rooftop would be submitted for review to the City's Building Division to ensure that highly reflective materials are not utilized.

Therefore, potential glare from the building façade would not substantially alter the character of off-site areas surrounding the proposed Project site, nor interfere with the performance of off-site activities. Impacts regarding glare would be less than significant.

Shade and Shadow

The proposed Project would add two, 11- to 14-story mixed-use towers into the City Center Subarea of Burbank. In order to determine the extent of the shading from these towers, shading diagrams were prepared to indicate the shading patterns that would occur during specified times. Burbank2035 establishes shadow standards for new development greater than 70 feet in height that would be adjacent to shadow-sensitive public uses. According to the City's standards, significant impacts to shade and shadow would occur if a sensitive use is exposed to shaded conditions for a period longer than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (PST; between late October and early April), or a period longer than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (PDT; between early April and late October) as a result of the proposed Project.

The change of the proposed Project's building height from 2 stories up to 14 stories would result in more extensive shadows compared to existing conditions. Because the building heights for both Phase 2A and Phase 2B are only 1 story different, shade and shadow projections would not vary substantially. The shade and shadow projections considered the proposed 13-story tower associated with Phase 2A (the taller tower of the two phases) to provide a conservative representation of the worst-case shade and shadow impacts associated with Phases 2A/B of the proposed Project.

A discussion of the proposed Project's shadow impacts during the winter and summer solstice months, as well as during the spring/fall equinox months is provided below.

Winter Solstice

Figures 4.1-7a–c, Winter Shadows illustrate shadows that would be cast by the proposed Project towers during the winter solstice between 9:00 AM and 3:00 PM PST.

The longest shadows would be cast during winter solstice. For purposes of this analysis, the winter solstice represents the extreme condition between late December and late March.

Phase 1

The shadows cast by the proposed residential tower sweep rapidly from 9:00 AM to 3:00 PM. The majority of the Holiday Inn open space and outdoor recreation area is shaded by 9:00 AM; however, by 12:00 PM the area is entirely unshaded by the shadows of the proposed residential building (see **Figures 4.1-7a** and **4.1-7b**).

By 12:00 PM, the two 1-story buildings located east of the proposed Project site along East Tujunga Avenue are completely shaded, in addition to the westernmost portion of the multifamily residential building (see **Figure 4.1-7b**). However, the 1-story buildings are not considered sensitive uses and, therefore, would not be significantly impacted by the proposed Project's shadows. By 3:00 PM, the majority of the uses directly east of the proposed Project site are shaded (see **Figure 4.1-7c**). The portion of the multifamily residential building adjacent to the east of the Project site that would be shaded includes an open terrace area and private southern balconies. As previously discussed, these areas would already be shaded by 12:00 PM; therefore, they would be exposed to shaded conditions for longer than 3 hours as a result of the proposed Project. However, the multifamily residential building currently casts its own shadow over the same area that the proposed Project would cast its shadows over during that time. Therefore, Phase 1 of the proposed Project would not contribute any shadows that would exacerbate the existing shadow impacts in the Project area. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.

Phases 1 and 2A/B

The shadows cast by the proposed residential tower in combination with the proposed hotel or office tower sweep rapidly from 9:00 AM to 3:00 PM. The majority of the Holiday Inn open space and outdoor recreation area is shaded by 9:00 AM; however, by 12:00 PM the area is almost entirely unshaded, except for a portion shaded by the proposed hotel or office tower (see **Figures 4.1-7a** and **Figure 4.1-7b**). The portion that remains shaded until 12:00 PM is a paved driveway that bisects the two Holiday Inn hotel towers and a covered, single-story portion of the hotel near the pool.

By 12:00 PM, the two 1-story buildings located east of the proposed Project site along East Tujunga Avenue are completely shaded, as is the westernmost portion of the multifamily residential building (see **Figure 4.1-7b**). However, the 1-story buildings are not considered sensitive uses and therefore would not be significantly impacted by the proposed Project's shadows. By 3:00 PM, the majority of the uses directly east of the proposed Project site are shaded by both of the residential and hotel or office towers (see **Figure 4.1-7c**). A portion of the multifamily residential building adjacent to the east of the Project site would be shaded only by the residential tower by 3:00 PM. As previously discussed, these areas would already be shaded by 12:00 PM, and therefore would be exposed to shaded conditions for longer than 3 hours as a result of the proposed Project. However, the multifamily residential building currently casts its own shadow over the same area that the proposed Project would cast its shadows

over during that time. Therefore, Phases 1 and 2A/B of the proposed Project would not contribute any shadows that would exacerbate the existing shadow impacts in the Project area. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.



Existing 0900 AM



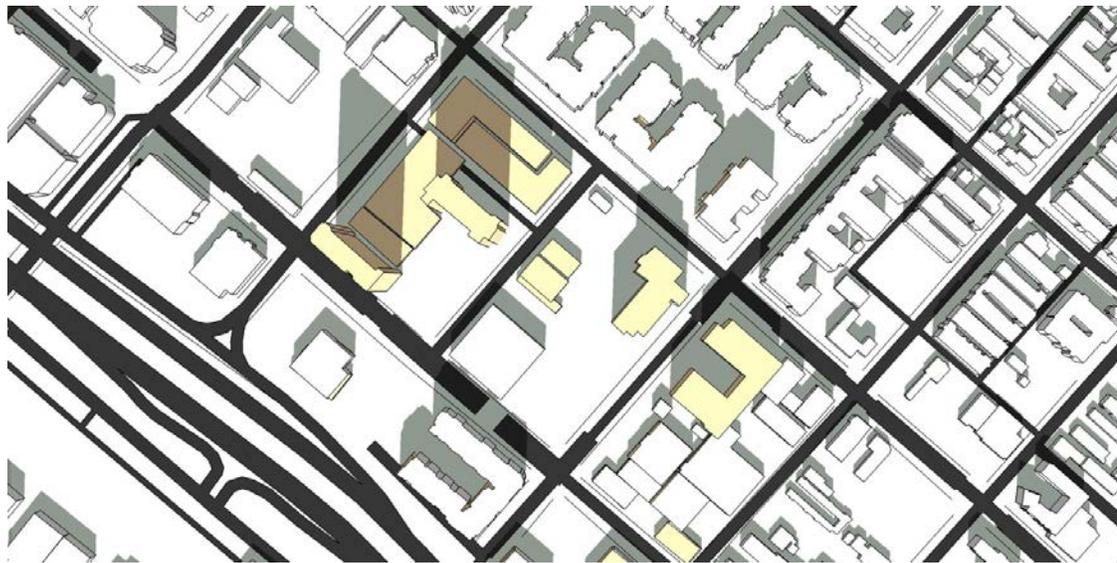
Phase 1 0900 AM



Phase 1&2 0900 AM

SOURCE: Meridian 2016

FIGURE 4.1-7a



Existing 1200 PM



Phase 1 1200 PM



Phase 1&2 1200 PM

SOURCE: Meridian 2017

FIGURE 4.1-7b



Existing 0300 PM



Phase 1 0300 PM



Phase 1&2 0300 PM

SOURCE: Meridian 2017

FIGURE 4.1-7c

Summer Solstice

Figures 4.1-8a–c, Summer Shadows illustrate shadows that would be cast by the proposed Project towers during the summer solstice between 9:00 AM and 5:00 PM PST.

The shortest shadows would be cast during summer solstice. For purposes of this analysis, the summer solstice represents the extreme condition between late June and late September. The same sensitive uses that were discussed in winter solstice also apply to impacts during the summer solstice.

Phase 1

Minimal shadows are cast from the proposed residential tower between the hours of 9:00 AM to 5:00 PM. A small portion of South First Street and the existing 2-story office building located on the Project site are shaded by 9:00 AM; however, by 1:00 PM, nearly all shadows previously cast are gone (see **Figures 4.1-8a** and **4.1-8b**). By 1:00 PM, shadows cast by the proposed residential tower start to reach the 10-story multifamily residential building adjacent to the east of the proposed Project site (see **Figure 4.1-8b**). However, the slight shadows cast by the proposed residential tower do not encroach onto the open terrace area and private southern balconies associated with the adjacent 10-story, multifamily residential building. By 5:00 PM, the proposed residential tower would shade the Hilton Garden Inn and the single-story residential house directly east of the Project site across East Verdugo Avenue (see **Figure 4.1-8c**). These sensitive uses would not be shaded any longer than 4 hours between the hours of 9:00 AM and 5:00 PM PDT. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.

Phases 1 and 2A/B

Minimal shadows are cast from the proposed residential tower in combination with the proposed hotel or office tower between the hours of 9:00 AM to 5:00 PM. A small portion of East Tujunga Avenue and South First Street is shaded by 9:00 AM; however, by 12:00 PM, nearly all shadows previously cast are gone (see **Figure 4.1-8a**). By 12:00 PM, slight shadows are cast by the proposed Project, but they remain within the Project site's boundaries.

By 1:00 PM, shadows cast by the proposed Project start to reach the two 1-story buildings and the 10-story, multifamily residential building adjacent to the east of the proposed Project site (see **Figure 4.1-8b**). However, the two 1-story buildings are not considered sensitive uses and, therefore, would not be significantly impacted by the proposed Project's shadows. As previously discussed, the multifamily residential building currently casts its own shadow over the same area that the proposed Project would cast its shadows over during that time. Therefore, the proposed Project would not contribute any shadows that would exacerbate the existing shadow impacts in the Project area. By 5:00 PM, minimal shading is located on the buildings directly east of the proposed Project site (see **Figure 4.1-8c**).

Shadows would cast along East Verdugo Avenue, with some stretching partially on the lots located south of the Project site. Shadows would only cover surface parking areas during this time. As such, no sensitive-use areas are shaded any longer than 4 hours between the hours of 9:00 AM and 5:00 PM PDT. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.

Spring/Fall Equinox

Figures 4.1-9a–c, Spring-Fall Shadows illustrate shadows that would be cast by the proposed Project towers during the spring/fall equinox between 8:00 AM and 4:00 PM PST.

Shadows cast during the spring/fall equinox fall midway between the winter and summer extremes. For purposes of this analysis, the spring/fall equinox represents the condition between late June and late September. The same sensitive uses that were discussed in winter and summer solstices also apply to impacts during the spring/fall equinox.

Phase 1

The shadows cast by the proposed Project towers sweeps rapidly from 9:00 AM to 4:00 PM. A portion of the Holiday Inn open space and outdoor recreation area is shaded by 8:00 AM; however, by 12:00 PM the area is entirely unshaded by the shadows of the proposed residential building (see **Figures 4.1-9a** and **4.1-9b**).

By 12:00 PM, shadows are primarily limited directly north of the Project site, with a portion of the two 1-story buildings located east of the proposed Project site along East Tujunga Avenue shaded, as well as the westernmost portion of the multifamily residential building (see **Figure 4.1-9b**). However, the 1-story buildings are not considered sensitive uses and therefore would not be significantly impacted by the proposed Project's shadows. By 4:00 PM, the majority of the uses directly east of the proposed Project site are shaded (see **Figure 4.1-9c**). The portion of the open terrace area and private southern balconies associated with the 10-story, multifamily residential building adjacent to the east of the would be shaded. Additionally, the Hilton Garden Inn and the single-story residential house directly east of the Project site across East Verdugo Avenue would be partially shaded by the proposed residential tower. With the exception of the single-story residential house, these sensitive uses would already be shaded by 12:00 PM and, therefore, would be exposed to shaded conditions for longer than 3 hours as a result of the proposed Project. However, the Hilton Garden Inn and the multifamily residential building currently cast their own shadows over the same area that the proposed Project would cast its shadows over during that time. Therefore, the proposed Project would not contribute any shadows that would exacerbate the existing shadow impacts in the Project area. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.



Existing 0900 AM



Phase 1 0900 AM



Phase 1&2 0900 AM

SOURCE: Meridian 2016

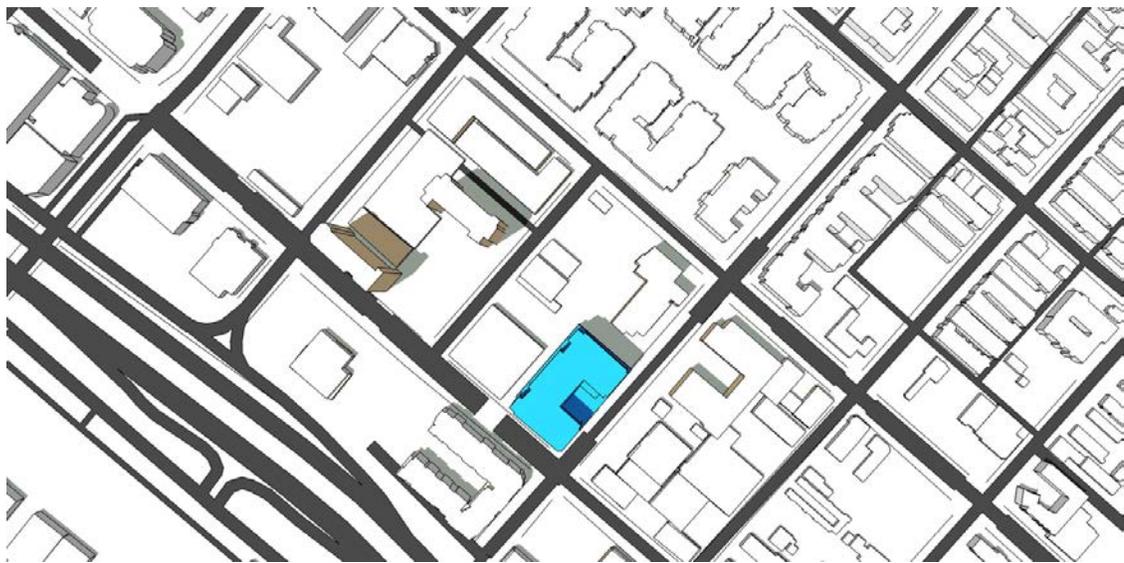
FIGURE 4.1-8a



Summer Shadows - June 22, 9 AM



Existing 0100 PM



Phase 1 0100 PM



Phase 1&2 0100 PM

SOURCE: Meridian 2016

FIGURE 4.1-8b



Existing 0500 PM



Phase 1 0500 PM



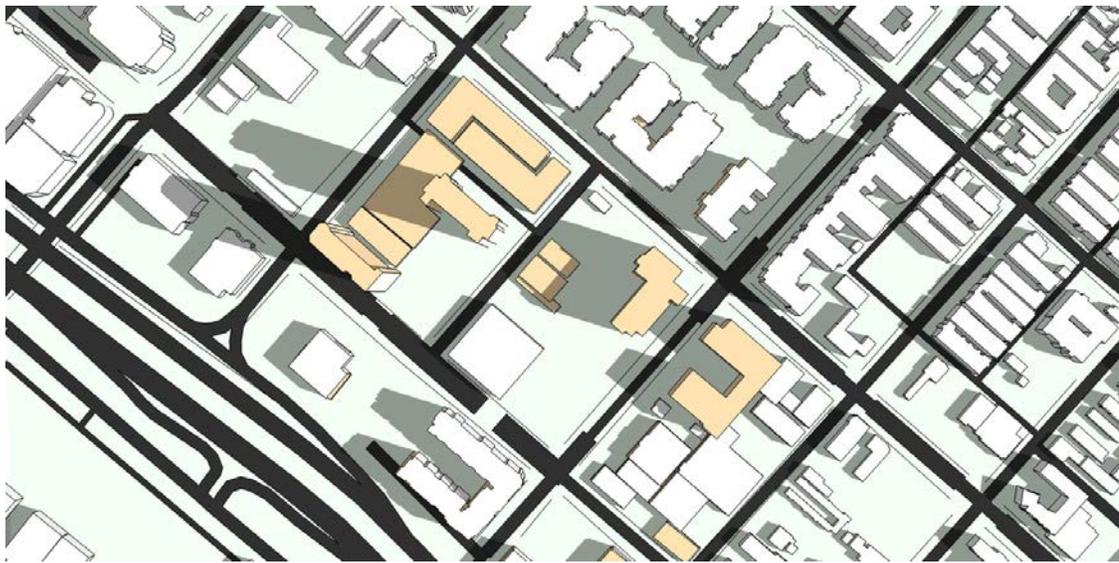
Phase 1&2 0500 PM

SOURCE: Meridian 2016

FIGURE 4.1-8c



Summer Shadows - June 22, 5 PM



Existing 0800 AM



Phase 1 0800 AM



Phase 1&2 0800 AM

SOURCE: Meridian 2016

FIGURE 4.1-9a



Existing 1200 PM



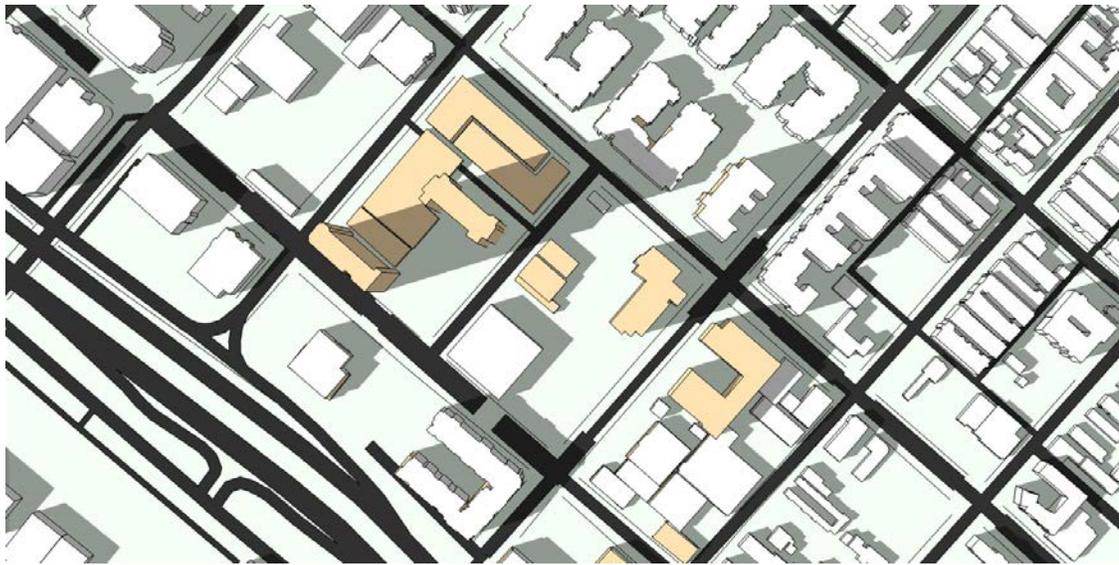
Phase 1 1200 PM



Phase 1&2 1200 PM

SOURCE: Meridian 2016

FIGURE 4.1-9b



Existing 0400 PM



Phase 1 0400 PM



Phase 1&2 0400 PM

SOURCE: Meridian 2016

FIGURE 4.1-9c

Phases 1 and 2A/B

The shadows cast by the proposed residential tower in combination with the proposed hotel or office tower sweep rapidly from 9:00 AM to 4:00 PM. The majority of the Holiday Inn open space and outdoor recreation area is shaded by 8:00 AM; however, by 12:00 PM, the area is entirely unshaded by the shadows of the proposed residential building (see **Figures 4.1-9a** and **4.1-9b**).

By 12:00 PM, shadows are primarily limited directly north of the Project site, with a portion of the two 1-story buildings located east of the proposed Project site along East Tujunga Avenue shaded, as well as the westernmost portion of the multifamily residential building (see **Figure 4.1-9b**). However, the 1-story buildings are not considered sensitive uses and, therefore, would not be significantly impacted by the proposed Project's shadows. By 4:00 PM, the majority of the uses directly east of the proposed Project site are shaded (see **Figure 4.1-9c**). The entire open terrace area and private balconies associated with the 10-story, multifamily residential building adjacent to the east of the proposed Project would be shaded. Additionally, the majority of the Hilton Garden Inn and the single-story residential house directly east of the Project site across East Verdugo Avenue would be shaded by the proposed residential and hotel or office towers. With the exception of the single-story residential house, these sensitive uses would already be shaded by 12:00 PM and, therefore, would be exposed to shaded conditions for longer than 3 hours as a result of the proposed Project. However, the Hilton Garden Inn and the multifamily residential building currently cast their own shadow over the same area that the proposed Project would cast its shadows over during that time. Therefore, the proposed Project would not contribute any shadows that would exacerbate the existing shadow impacts in the Project area. Impacts related to shade and shadow as a result of the proposed Project would be less than significant.

4.1.6 Cumulative Impacts

The proposed Project would modify existing urban land uses within the City Center subarea east of the I-5 and along South First Street, which is currently a fully developed and urbanized area.

None of the projects listed in **Table 3.0-1, Related Projects**, would be visible in the area and contribute to a cumulative impact. However, the listed related projects and other potential future development in the area, in combination with the proposed Project, would change the setting from older urban use to newer and higher-density urban uses. The intensity of land uses and building scale and massing throughout downtown Burbank would increase. The proposed Project and related projects would collectively contribute to the increased intensity of development and urban aesthetic characteristics within the City. However, these projects would also remove old and underutilized existing development and implement architecturally appealing modern designs with pedestrian linkages to contribute toward the beautification of the area, and would be consistent with the standards set forth in Burbank2035 and

the BCP. This aesthetic change is not considered significant in light of the in-fill nature of these developments.

In addition, similar to the proposed Project, the identified related projects within the City of Burbank would be reviewed for consistency with adopted land use plans and policies by the City. As such, the related projects that would occur within the City of Burbank are anticipated to be consistent with applicable Burbank2035, Zoning Ordinances, and development standards or be subject to an allowable exception. The related projects would be subject to CEQA compliance and potential mitigation requirements, as well as design review. Therefore, the proposed Project's contribution to any adverse aesthetic impacts of cumulative development within the City is considered less than significant.

4.1.7 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 and commercial components could be built on either side of the Project site and in any order. The evaluation of potential aesthetic impacts of the Project is not dependent on its location on the site or the sequence of phases. The massing and scale of the two proposed buildings are similar, as are the architectural style and landscaping features incorporated into the site design. Regardless of the scenario used, the overall visual character on the Project site, including the introduction of sources of light, glare, and shade and shadow, would be similar to the proposed development concept analyzed in this Draft EIR. As such, Project-specific impacts associated with the other development scenarios would be less than significant. Furthermore, the contribution of aesthetic impacts to cumulative development within the City would also be less than significant regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to those described above.

4.1.8 Mitigation Measures

No mitigation measures are required.

4.1.9 Level of Significance after Mitigation

Impacts would be less than significant.

4.2 AIR QUALITY

This section of the EIR describes and evaluates the potential air quality impacts from the proposed Project. In assessing air quality impacts, the following sources were considered: emissions from equipment that will be used during construction related activities, operational related emissions generated from electricity and water use, and emissions from motor vehicles generated by trips to and from the Project site.

4.2.1 Existing Conditions

The Project site is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is 6,600 square miles and includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino Counties.

Topography, Climate, and Meteorology

The distinctive climate of the Basin is determined by its terrain and geographic location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

Winds in the planning area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by the daytime onshore sea breezes. At night, the wind generally slows and reverses direction, traveling toward the sea. Local canyons can also alter wind direction, with wind tending to flow parallel to the canyons. Nighttime cold air drainage from the mountains into the basin mixes with cool marine air, resulting in stable atmospheric conditions, discussed below.

The vertical dispersion of air pollutants in the Basin is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent, high-pressure zone in which the Basin is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler, marine-influenced air near the ground surface, and resulting in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The basin-wide occurrence of inversions at 3,500 feet above mean sea level or less averages 191 days per year.

The potential for atmospheric pollution in an area depends largely on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. The warm sunny weather in the basin associated with a persistent high-pressure system is conducive to the formation of ozone and other oxidative pollutants, commonly referred to as “smog.” The problem is further aggravated by the surrounding mountains, frequent low inversion heights, and stagnant air conditions. All of these factors act together to trap pollutants in the air basin. On days without inversions, or on days of winds averaging over 15 miles per hour, smog potential is greatly reduced.

Criteria Air Pollutants

Air pollutant emissions within the region are primarily generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack at a specified facility. Area sources are widely distributed over a geographic area made up of multiple sources collectively, which can include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, parking lots, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on road or off road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Major highways and freeways in and near Burbank include Golden State Freeway (I-5), which handles approximately 182,000–230,000 vehicles per day. State Route (SR) 134 runs along the south end of Burbank, and handles approximately 205,000 to 215,000 vehicles per day. Major roadways include Burbank Boulevard, Chandler Boulevard, Magnolia Boulevard, Verdugo Avenue, Olive Avenue, Victory Boulevard, Hollywood Way, Alameda Avenue, San Fernando Boulevard, and Glenoaks Boulevard.

In addition to the highways, freeways, and high-volume arterials, Burbank is home to the Bob Hope Airport, which is a transportation hub connecting air travelers to Amtrak trains, Metrolink trains, and Metropolitan Transit Authority and City of Burbank buses. Amtrak trains and Metrolink trains serve the Bob Hope Airport Station daily. Criteria Air Pollutants (CAP) emissions as well as diesel particulate matter (DPM) (i.e., Toxic Air Contaminants [TACs]) are emitted from diesel-electric locomotives used for Amtrak and Metrolink trains.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles. The main source of pollutants near the Project site is mobile emissions generated from on-road vehicles. Traffic-congested roadways and intersections have the potential to generate localized high

levels of carbon monoxide (CO). Localized areas where ambient concentrations exceed State and/or federal standards are termed CO “hotspots.”

The US Environmental Protection Agency (USEPA) is responsible for setting the National Ambient Air Quality Standards (NAAQS). Air quality of a region is considered to be in attainment of the NAAQS if the measured ambient air pollutant levels are not exceeded more than once per year, except for ozone, particulate matter (PM10), fine particulate matter (PM2.5), and those based on annual averages or arithmetic mean. The NAAQS for ozone, PM10, and PM2.5 are based on statistical calculations over 1-to 3-year periods, depending on the pollutant. The California Air Resources Board (CARB) is the State agency responsible for setting the California Ambient Air Quality Standards (CAAQS). Air quality of a region is considered to be in attainment of the CAAQS if the measured ambient air pollutant levels for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), PM10, PM2.5, and lead are not exceeded, and all other standards are not equaled or exceeded at any time in any consecutive 3-year period.

A brief description of the criteria pollutants is provided below.

Ozone (O₃). O₃ is a gas that is formed when VOCs and NO_x, both byproducts of internal combustion engine exhaust and other sources undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Volatile Organic Compounds (VOCs). VOCs are compounds comprised primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to form secondary air pollutants, including ozone. VOCs are also referred to as reactive organic compounds (ROCs) or reactive organic gases (ROGs). VOCs themselves are not “criteria” pollutants; however, they contribute to formation of O₃.

Nitrogen Dioxide (NO₂). A reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO₂ is also a byproduct of fuel combustion. The principal form of NO₂ produced by combustion is NO, but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ referred to as oxides of nitrogen (NO_x). NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_x is only potentially irritating. NO₂ absorbs blue light, the result of which is a brownish-red cast to the atmosphere and reduced visibility.

Carbon Monoxide (CO). CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from

internal combustion engines, unlike ozone, and motor vehicles operating at slow speeds are the primary source of CO in the basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Sulfur dioxide (SO₂). SO₂ is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high-sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO₄).

Respirable Particulate Matter (PM₁₀). PM₁₀ consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter. Some sources of PM₁₀, like pollen and windstorms, are naturally occurring. However, in populated areas, most PM₁₀ is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

Fine Particulate Matter (PM_{2.5}). PM_{2.5} refers to particulate matter that is 2.5 micrometers or smaller in size. The sources of PM_{2.5} include fuel combustion from automobiles, power plants, wood burning, industrial processes, and diesel-powered vehicles such as buses and trucks. These fine particles are also formed in the atmosphere when gases such as sulfur dioxide, NO_x, and VOCs are transformed in the air by chemical reactions.

Lead (Pb). Pb occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so most of such combustion emissions are associated with off-road vehicles such as racecars that use leaded gasoline. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Sources and health effects associated with each of the CAPs are summarized in **Table 4.2-1, Common Sources of Health Effects for Criteria Air Pollutants.**

**Table 4.2-1
Common Sources of Health Effects for Criteria Pollutants**

Pollutant	Sources	Health Effects
Ozone	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases; reduced lung function; increased cough and chest discomfort
Fine Particulate Matter (PM10 and PM2.5)	Stationary combustion of solid fuels; construction activities; industrial processes; atmospheric chemical reactions	Reduced lung function; aggravation of respiratory and cardiovascular diseases; increases in mortality rate; reduced lung function growth in children
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon containing substances, such as motor vehicle exhaust; natural events, such as decomposition of organic matter	Aggravation of some heart diseases; reduced tolerance for exercise; impairment of mental function; birth defects; death at high levels of exposure
Nitrogen Dioxide (NO2)	Motor vehicle exhaust; high temperature stationary combustion; atmospheric reactions	Aggravation of respiratory illness
Sulfur Dioxide(SO2)	Combination of sulfur-containing fossil fuels; smelting of sulfur-bearing metal ore; industrial processes	Aggravation of respiratory diseases; reduced lung function
Lead	Contaminated soil, paint	Behavioral and hearing disabilities in children; nervous system impairment

South Coast Air Basin

The SCAQMD has divided its jurisdictional territory of the Basin into 36 Source Receptor Areas (SRA), most of which have monitoring stations that collect air quality data. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area.

The Project site is within source receptor area 7 (SRA 7). SCAQMD operates an air monitoring station in SRA 7 located in the east San Fernando Valley area. **Table 4.2-2, Air Quality Monitoring Summary**, summarizes published monitoring data from 2012 through 2014, the most recent 3-year period available. The data show that during the past few years, SRA 7 has exceeded State ozone (1-hour and 8 hour), PM10, PM2.5 standards and federal ozone (8-hour) and PM2.5 standards.

**Table 4.2-2
Air Quality Monitoring Summary**

Air Pollutant	Average Time (Units)	2012	2013	2014
Ozone (O3)	State Max 1 hour (ppm)	0.117	0.110	0.091
	Days > CAAQS threshold (0.09 ppm)	8	4	0
	National Max 8 hour (ppm)	0.088	0.083	0.079
	Days > NAAQS threshold (0.075 ppm)	8	6	1
	State Max 8 hour (ppm)	0.089	0.083	0.079
	Days > CAAQS threshold (0.07 ppm)	17	17	2
Carbon monoxide (CO) ^a	National Max 8 hour (ppm)	2.35	— ^a	— ^a
	Days > NAAQS threshold (9.0 ppm)	0	0	0
	State Max 8 hour (ppm)	2.35	— ^a	— ^a
	Days > CAAQS threshold (9.0 ppm)	0	0	0
Nitrogen dioxide (NO)	National Max 1 hour (ppm)	0.080	0.072	0.073
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.079	0.072	0.073
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM10)	National Max (µg/m ³)	55.0	53.3	68.6
	National Annual Average (µg/m ³)	26.4	25.8	28.8
	Days > NAAQS threshold (150 µg/m ³)	0	0	0
	State Max (µg/m ³)	54.0	51.0	58.0
	State Annual Average (µg/m ³)	25.8	28.0	28.0
	Days > CAAQS threshold (50 µg/m ³)	1	1	1
Fine particulate matter (PM2.5)	National Max (µg/m ³)	54.2	45.1	64.6
	National Annual Average (µg/m ³)	12.1	12.1	— ^a
	Days > NAAQS threshold (35 µg/m ³)	2	4	2
	State Max (µg/m ³)	62.2	49.7	74.7
	State Annual Average (µg/m ³)	18.0	17.6	— ^a

Source: South Coast Air Quality Management District, "Historical Data by Year," <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>. Burbank-W. Palm (AQS No. 060371002).

Notes: > = exceed; CAAQS = California Ambient Air Quality Standard; max = maximum; mean = annual arithmetic mean;

µg/m³ = micrograms per cubic meter; ND = no data; NAAQS = National Ambient Air Quality Standard; ppm = parts per million.

^a Data not available.

The attainment designations for the Basin are shown in **Table 4.2-3, South Coast Air Basin Attainment Status**. USEPA and CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there are inadequate or inconclusive data to make a definitive attainment designation, they are considered

“unclassified.” Areas where air pollution levels persistently exceed the State or national ambient air quality standards are designated “nonattainment.” The Basin is in nonattainment status for the federal ozone, lead, and PM2.5 pollutant standards, and in nonattainment for the State ozone, lead, PM10 and PM2.5 standards. Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Individuals who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain on site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide and carbon monoxide), commercial and/or industrial facilities would be considered sensitive receptors for those purposes.

**Table 4.2-3
South Coast Air Basin Attainment Status**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Unclassified/Attainment
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Attainment
Lead	Nonattainment	Nonattainment
PM10	Nonattainment	Attainment
PM2.5	Nonattainment	Nonattainment

Sources: CARB, Area Designations Maps/State and National, <http://www.arb.ca.gov/desig/adm/adm.htm> (last reviewed May 5, 2016); USEPA, The Green Book Nonattainment Areas for Criteria Pollutants, <http://www.epa.gov/air/oaqps/greenbk/index.html> (accessed June 27, 2013).

Sensitive Land Uses

Some people, such as children, elderly persons with preexisting respiratory or cardiovascular illness, and athletes are especially sensitive to air pollutant emissions. Facilities where these segments of the population live, gather, play or exercise (e.g., residences, daycare centers, hospitals and schools) are considered sensitive land uses or sensitive receptors. Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods, resulting in sustained exposure to pollutants. Recreational land uses are considered moderately sensitive to air pollution because exercise places a high demand on respiratory functions, which can be impaired

by air pollution. Because there are numerous types of these receptors throughout the Basin, the SCAQMD has developed guidance and permitting programs to limit exposures to Toxic Air Contaminants (TACs) by sensitive receptors.

Sensitive uses within the Project site include the Holiday Inn located at 150 East Angeleno Avenue, directly northwest of the Project site; multifamily residential units located at 151 East Verdugo Avenue, northeast of the Project site; a single-family residence located directly south along East Verdugo Avenue; and the Residence Inn located at 321 South First Street, southwest of the Project site.

Existing Estimated Air Quality Emissions

Air quality emissions associated with operation of the existing office building on the Project site are estimated in **Table 4.2-4, Existing Operational Air Quality Emissions**. The most current CARB-approved, SCAQMD-recommended air quality model software, California Emissions Estimator Model (CalEEMod), was used to estimate existing air quality operation generation. As shown, current air quality operational emissions are below the SCAQMD-established operational significance thresholds.

**Table 4.2-4
Existing Operational Air Quality Emissions**

Source	ROG	NOx	CO	SOx	PM10	PM2.5
pounds/day						
Existing maximum operational emissions	2.25	2.78	14.76	0.03	2.74	0.76

Notes:

Refer to **Appendix B.2 (summer)** through **B.3 (winter)** Section 2.2 Overall Operational for maximum operational emissions during both the summer and winter seasons.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gases; SOx = sulfur oxides.

4.2.2 Regulatory Framework

Air quality within the basin is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies primarily responsible for improving the air quality within the basin are discussed below along with their individual responsibilities.

Federal

The USEPA is responsible for the implementation of portions of the Clean Air Act of 1970 (CAA), which regulates certain stationary and mobile sources of air emissions and other requirements. Charged with handling global, international, national, and interstate air pollution issues and policies, the USEPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans,¹ provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards (NAAQS).² The NAAQS for the six common air pollutants (ozone, particulate matter PM10 and PM2.5, nitrogen dioxide, carbon monoxide (CO), lead and sulfur dioxide) are identified in the CAA.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the proposed Project include Title I, Nonattainment Provisions, and Title II, Mobile Source Provisions.

The NAAQS were also amended in July 1997 to include an 8-hour standard for ozone and to adopt a NAAQS for PM2.5. The NAAQS were amended in September 2006 to include an established methodology for calculating PM2.5, as well as revoking the annual PM10 threshold. The CAA includes the following deadlines for meeting the NAAQS within the South Coast Air Basin: (1) PM2.5 by the year 2014 and (2) 8-hour ozone by the year 2023. Although the deadline for federal 1-hour ozone standard has passed, the South Coast Air Basin has yet to attain those standards, but is continuing to implement the 2007 AQMP to attain these standards as soon as possible.

State

The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, the CARB conducts research, sets State ambient air quality standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB

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- 1 A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain National Ambient Air Quality Standards.
 - 2 The NAAQS were set to protect public health, including that of sensitive individuals, and for this reason; the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. The primary NAAQS define the air quality considered necessary, with an adequate margin of safety, to protect the public health.

establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. The CAAQS include more stringent standards than the NAAQS.

Regional and Local

South Coast Air Quality Management District

The SCAQMD shares responsibility with CARB for ensuring that all State and federal ambient air quality standards are achieved and maintained over an area of approximately 10,743 square miles. This area includes all of Orange County and Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The proposed Project lies within the jurisdiction of the SCAQMD, and compliance with SCAQMD rules and guidelines is required. SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the South Coast Air Basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the South Coast Air Basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as “nonattainment” of the national and/or California ambient air quality standards. The term “nonattainment area” is used to refer to an air basin in which one or more ambient air quality standards are exceeded.

The purpose of the 2003 AQMP is to lead the South Coast Air Basin and portions of the Salton Sea Air Basin under SCAQMD jurisdiction into compliance with the 1-hour ozone and PM10 national standards.³

The 2003 AQMP also replaced the 1997 attainment demonstration for the federal CO standard and provided a basis for a maintenance plan for CO for the future, and updated the maintenance plan for the federal nitrogen dioxide standard that the South Coast Air Basin has met since 1992.⁴ A subsequent AQMP for the basin was adopted by the SCAQMD on June 1, 2007. The goal of the 2007 AQMP is to lead the South Coast Air Basin into compliance with the national 8-hour ozone and PM2.5 standards. The 2007 AQMP outlined a detailed strategy for meeting the national health-based standards for PM2.5 by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. The 2007

3 South Coast Air Quality Management District (SCAQMD). *2003 Air Quality Management Plan*.

4 Management Plan, www.aqmd.gov/aqmp/AQMD03AQMP.htm, page 1-1.

AQMP incorporated significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. Most of the reductions were to be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate forming emissions.

The SCAQMD approved the 2012 AQMP on December 7, 2012. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress towards attainment with the 24-hour PM_{2.5} federal ambient air quality standard with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP is also an update to the 8-hour ozone control plan with new emission reduction commitments from a set of new control measures, which implement the 2007 AQMP's Section 182 (e)(5) commitments. The goal of the Final 2012 AQMP is to lead the Basin into compliance with the national 8-hour O₃ and PM_{2.5} standards.⁵ In addition, a supplement to the 2012 AQMP was prepared and approved in February 2015 ("Final 2015 Supplement to the 2012 AQMP").⁶ The Final 2015 Supplement to the 2012 AQMP was prepared to demonstrate attainment of the 24-hour PM_{2.5} standards by 2015. The 2016 AQMP was approved on March 3, 2017, and includes the integrated strategies and measures needed to meet the NAAQS. Furthermore, the 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS, as well as the latest 24-hour and annual PM standards.⁷

The SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board, which limit the emissions that can be generated by various uses/activities and that identify specific pollution reduction measures, which must be implemented in association with various uses and activities. These rules not only regulate the emissions of the federal and State criteria pollutants but also TACs and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the proposed Project are Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 403 requires the use of stringent best available control measures to minimize PM₁₀ emissions during

5 South Coast Air Quality Management District (SCAQMD), "Final 2012 Air Quality Management Plan" (2013), <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>.

6 South Coast Air Quality Management District (SCAQMD), "Final Supplement to the 24-hour PM_{2.5} State Implementation Plan for the South Coast Air Basin" (February 2015).

7 South Coast Air Quality Management District (SCAQMD), "Final 2016 Air Quality Management Plan" (2016), <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for flat coatings. Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and provide notification to the SCAQMD prior to commencing demolition activities. Additional details regarding these rules and other potentially applicable rules are presented below.

Rule 403 - Fugitive Dust. This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

Rule 1113 - Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD also monitors the amount of stationary emissions being generated and uses this information in developing AQMPs. The proposed Project would be subject to SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts.

Under CEQA, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal CAA, the SCAQMD has adopted federal attainment plans for O3 and PM10. The SCAQMD reviews projects to ensure that they would not: 1) cause or contribute to any new violation of any air quality standard; 2) increase the frequency or severity of any existing violation of any air quality standard; or 3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

Burbank2035 General Plan

Burbank2035 includes numerous goals, policies, and programs that would impact future air emissions generated by land uses within the City. These include Mobility Programs M-6 (Transit System), M-7 (Bicycle Master Plan and Pedestrian Master Plan), and M-10 (Transportation Demand Management). Burbank2035 also includes an Air Quality and Climate Change Element, which is an optional element (i.e., not required by State law), pursuant to California Government Code Section 65303. This Element is specifically designed to reduce the City's air pollutant emissions and comply with Statewide goals. The Air Quality and Climate Change Element of Burbank2035, contains the following Policies that reduce potential air quality impacts:

- Policy 1.1:** Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.
- Policy 1.2:** Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.
- Policy 1.5:** Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.
- Policy 1.6:** Require measures to control air pollutant emissions at construction sites and during soil disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.
- Policy 1.7:** Require reduced idling, trip reduction, and efficiency routing of transportation for City departments, where appropriate.
- Policy 1.9:** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.
- Policy 1.10:** Give preference to qualified contractors using reduced-emission equipment for City construction projects and contracts for services, as well as businesses that practice sustainable operations.
- Policy 2.2:** Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.
- Policy 2.3:** Require businesses that cause air pollution to provide pollution control measures.
- Policy 2.5:** Require the use of recommendations from the California Air Resources Board's Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses.
- Policy 3.1:** Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce community-wide greenhouse gas emissions within Burbank by at least 15 percent from current levels by 2020.

4.2.3 Methodology

Emissions were estimated for both construction and operation of the proposed Project. Construction of Phase 1 of the proposed Project is not expected to begin until January 2018 and would conclude in December 2019. In addition, construction of Phase 2A/2B is not expected to begin until January 2020 and would conclude in January 2022. Project-specific information was included in the CalEEMod model where available. Default data contained in CalEEMod was used to supplement this Project specific information where necessary.

Construction activities produce atmospheric emissions of air pollutants from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Grading activities produce fugitive dust emissions (PM10 and PM2.5) from soil-disturbing activities. Exhaust emissions from construction activities on site would vary daily as construction activity levels change. Short-term emissions of criteria air pollutants (e.g., CO, SOx, PM10, and PM2.5) generated by Project construction and O3 precursors (e.g., VOCs and NOx) were assessed in accordance with SCAQMD-recommended methods.

Emissions were estimated using the CARB-approved CalEEMod (Version 2016.3.1) computer program as recommended by SCAQMD. CalEEMod is designed to model construction and operational emissions for land use development projects and allows for the input of project-specific information when it is known. The program contains default settings specific to the air district, county, air basin, or State level using approved vehicle emissions factors (EMFAC 2014), established methodologies, and the latest survey data.

The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust), to minimize the generation of fugitive dust. Compliance with Rule 402 and 403 is mandatory for all construction projects. In the CalEEMod model, the emission calculations take into account with Rule 402 and Rule 403 by incorporating the following measures:

- Watering of exposed surfaces and unpaved roads three times daily, which are estimated to reduce fugitive dust emissions from this source (both PM10 and PM2.5) by 61 percent, per guidance from the SCAQMD.⁸
- Reduction of vehicle speeds to 15 miles per hour on unpaved roads.⁹
- CARB Title 13 CCR Section 2520-2427 states construction equipment required to be Tier 4 Final for new equipment. For conservative analysis, use of Tier 2 engines for off-road vehicles were utilized.

8 SCAQMD Rule 403—Fugitive Dust, Table 1—Best Available Control Measures.

9 SCAQMD Rule 403—Fugitive Dust, Table 1—Best Available Control Measures.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the proposed Project. Emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project site. The analysis of daily operational emissions associated with the proposed Project have been prepared using the data and methodologies identified in SCAQMD's *CEQA Air Quality Handbook* ("Handbook") and current motor vehicle emission factors in CalEEMod. Default trip rates calculated by the CalEEMod software for these land uses were used (**Appendix B**).

The following assumptions were made in the CalEEMod computer program for Phases 1, 2A, and 2B of the proposed Project. It should be noted that further refinements to the proposed Project have been made since the CalEEMod model was originally conducted to estimate construction and operational emissions. While the assumptions have since changed, the estimated emissions provided herein would provide a more conservative analysis because the intensity of uses has since been reduced. Please refer to **Section 2.0, Project Description**, for the most current characteristics of the proposed Project.

Phase 1

- Construction of 154-dwelling-unit, high-rise condominium
- Construction of 10,600-square-foot retail
- Construction of 474-space subterranean parking garage
- Export of 50,000 cubic yards

Construction

- Construction would occur over five phases for approximately 2 years: (1) site preparation, which would last approximately 20 days; (2) grading, which would last approximately 85 days; (3) building construction, which would last approximately 424 days; (4) paving, which would last approximately 21 days; and (5) architectural coating, which would last approximately 102 days.

Each phase of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of approximately 8 worker trips per day during site preparation; 10 worker trips per day and 3,550 total hauling trips during grading (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones will be located along East Verdugo Avenue.

Phase 2A

- Construction of 230-room hotel
- Construction of 1,200-square-foot retail
- Construction of 4,700-square-foot retail
- Construction of 335-space parking garage
- Export of 50,000 cubic yards
- Demolition of existing 40,000-square-foot office building

Construction

Construction would occur over six stages for approximately 2 years: (1) demolition, which would last approximately 20 days; (2) site preparation, which would last approximately 5 days; (3) grading, which would last approximately 85 days; (4) building construction, which would last approximately 424 days; (5) paving, which would last approximately 26 days; and (6) architectural coating, which would last approximately 105 days.

Each stage of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of 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 (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones will be located along East Verdugo Avenue.

Phase 2B

- Construction of 158,000-square-foot office building
- Construction of 14,000-square-foot retail
- Construction of 529-space parking garage
- Export of 50,000 cubic yards
- Demolition of existing 40,000-square-foot office building

Construction

Construction would occur over six stages for approximately 2 years: (1) demolition, which would last approximately 20 days; (2) site preparation, which would last approximately 5 days; (3) grading, which would last approximately 85 days; (4) building construction, which would last approximately 424 days; (5) paving, which would last approximately 26 days; and (6) architectural coating, which would last approximately 105 days.

Each stage of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of 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 (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones will be located along Verdugo Avenue.

Localized Significance Thresholds

The Localized Significance Threshold (LST) Methodology defined by the SCAQMD uses lookup tables based on site acreage to determine the significance of emissions for CEQA purposes. The CalEEMod model does not allow for adjusting directly modifying acreage disturbed. CalEEMod calculates construction emissions (off-road exhaust and fugitive dust) based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment.

LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. If the proposed Project's emissions exceed the LST thresholds for NO_x, CO, PM₁₀, and/or PM_{2.5}, then additional dispersion modeling would be conducted.

Health Risk Assessment

Based upon the General Plan requirement, a health risk assessment (HRA) was prepared to assess the impact of pollutant on individuals residing at the proposed Project site. The assessment and dispersion modeling methodologies used for the HRA were composed of all relevant and appropriate procedures presented by the USEPA, California Environmental Protection Agency and SCAQMD.

In order to assess the impact of emitted compounds on individuals who reside within and/or access common areas throughout the Project area, air quality modeling utilizing the AMS/EPA Regulatory Model

AERMOD was performed to assess the downwind extent of mobile source emissions located within 1,000 feet of the Project site. AERMOD's air dispersion algorithms are based upon a planetary boundary layer turbulence structure and scaling concepts, including the treatment of surface and elevated sources in simple and complex terrain.

4.2.4 Thresholds of Significance

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 air quality if it would:

Threshold: Conflict with or obstruct the implementation of the regional air quality management plan?

Threshold: Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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

Threshold: Expose sensitive receptors to substantial pollutant concentrations?

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.

South Coast AQMD Thresholds

Based on the SCAQMD's pollutant emissions thresholds, the proposed Project will have a significant impact if it exceeds local significance thresholds for construction, or operational emissions. These thresholds are outlined in **Table 4.2-5, SCAQMD Construction Emissions Thresholds**.

**Table 4.2-5
SCAQMD Construction Emission Thresholds**

Pollutant	Emissions (pounds/day)
Nitrogen oxides (NOx)	100
Reactive organic gases (ROG)	75
Carbon monoxide (CO)	550
Sulfur oxides (SOx)	150
Respirable particulate matter (PM10)	150
Fine particulate matter (PM2.5)	55

Construction Localized Significance Thresholds

For short duration construction activities, the SCAQMD has established thresholds for particulates based upon ambient air concentrations in excess of an equivalent value of 50 micrograms per cubic meter (micrograms/m³) averaged over five hours. The equivalent concentration for both PM10 and PM2.5 is 10.4 micrograms/m³. LSTs are provided in **Table 4.2-6, SCAQMD Construction Localized Significance Thresholds**.

**Table 4.2-6
SCAQMD Construction Localized Significance Thresholds**

Pollutant	Averaging Time	Pollutant Concentration
Carbon Monoxide	1-hour /8-hour	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedence of the attainment standards of 20 ppm (1-hour) and 9 ppm (8-hour).
Nitrogen Dioxide	1-hour	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedence of the following attainment standard 0.18 ppm.
PM10	24 Hours	10.4 micrograms/m ³
PM2.5	24 Hours	10.4 micrograms/m ³

*Source: South Coast Air Quality Management District.
Note: ppm = parts per million.*

Operational Thresholds

The SCAQMD Handbook provides significance thresholds for operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. Thresholds for each criteria pollutant for operations of the proposed Project are outlined in **Table 4.2-7, SCAQMD Operational Emissions Thresholds**.

Table. 4.2-7
SCAQMD Operational Emissions Thresholds

Pollutant	Operational Emission (pounds/day)
Nitrogen Dioxide (NO _x)	55
Reactive Organic Gases (ROG)	55
Carbon Monoxide (CO)	550
Sulfur Dioxide (SO _x)	150
Respirable Particulate Matter (PM ₁₀)	150
Fine Particulate Matter (PM _{2.5})	55

4.2.5 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, **Appendix A**).

Threshold: Conflict with or obstruct implementation of the applicable air quality plan?

All Phases

The 2016 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by South Coast Association of Governments (SCAG) for their 2016–2040

Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)¹⁰ were used to estimate future emissions within the 2016 AQMP. Projects that are consistent with the growth projections are considered consistent with the AQMP. In large part, the SCAQMD 2016 AQMP was prepared to accommodate growth, to meet State and federal air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy.

According to the SCAQMD Handbook, projects that are within the SCAQMD's mass emission thresholds would not be considered cumulatively considerable unless there is other pertinent information to the contrary.¹¹

The proposed Project would result in commercial and retail floor space in the City. It is expected that the proposed Project will employ people from within the City of Burbank and nearby communities. Therefore, it is not expected to increase the number of residents within the City or SCAG regional area. The Department of Finance¹² population estimate for 2016 in the City of Burbank is 105,110. The 2016 RTP Forecast indicated that the City's population was 103,300 in 2012 and would reach 118,700 in 2040 (13 percent increase). By 2040, the number of households in Burbank is expected to increase by 12 percent, from 42,500 in 2012 to 48,400 in 2040. As the current population for the City is below the SCAG forecast, the City's growth projections are consistent with the SCAG projections and the 2016 AQMP.

The proposed Project will provide employment opportunities for existing residents and is within the commercial growth projections for the City of Burbank as adopted by SCAG. As the economy recovers from the recent recession, commercial activity will increase, and there is the potential for some emissions increases. The Final 2012 AQMP utilizes the most recent economic data and projections, including data from SCAG, which include some levels of economic growth. The Final 2016 AQMP forecasts the 2030 emissions inventories with growth through a detailed consultation process with SCAG. The region is likely to see a 16 percent growth in population, 18 percent growth in housing units, 16 percent growth in employment, and 11 percent growth in vehicle miles traveled between 2008 and 2030.

The proposed Project will provide additional local jobs with housing nearby, which will assist in improving the jobs and housing balance consistent with the AQMP and RTP goals. As proposed, the Project will add additional jobs to downtown Burbank. These jobs will be transit accessible and could help reduce emissions through reduction in commuting. The proposed Project will also include reasonable and best available technologies to reduce operational air emissions. These features are discussed in more detail in

10 Southern California Association of Governments (SCAG). 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Growth Forecast Appendix. Adopted April 2016.

11 South Coast Air Quality Management District (SCAQMD). 2011. *CEQA Air Quality Handbook*, 9–12, Revised March.

12 California Department of Finance, E-1 Population Estimates for Cities, Counties, and the State – January 1, 2015 and 2016.

Section 4.5, Greenhouse Gas Emissions, in the consistency with the Greenhouse Gas Reduction Plan analysis. Using these assumptions, the analysis demonstrates that air quality will continue to improve into the future.

As previously noted, the City is within the SCAG forecast for population growth and the SCAQMD has incorporated these same projections into the 2016 AQMP. Further, the 2016 RTP/SCS anticipates growth as noted within the region for both population and employment. The increases in employment from the proposed Project would be consistent with the projections by SCAG in the 2016 RTP/SCS and in the 2016 AQMP, and impacts will be less than significant.

Threshold: **Violate any air quality standard of contribute substantially to an existing or projected air quality violation?**

The following analysis evaluates the proposed Project's air pollutant emissions in comparison to the SCAQMD numeric thresholds for construction, LSTs for construction, and operational emissions.

Construction

Construction of 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 second 11- to 13-story tower on the Tujunga Avenue portion of the site and would be scheduled to begin in mid-2022.

Construction of both phases would include site preparation and grading, including installation of site infrastructure and utilities, building construction, interior buildout, and installation of site lighting and landscaping. Demolition will involve the use of standard construction equipment, such as bulldozers, loaders, backhoes, cranes, and haul trucks. Grading activities would involve the use of standard earth moving equipment, such as drop hammer, dozers, loaders, excavators, graders, backhoes, pile drivers, 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 Project building, parking, and ancillary structures and features will involve the use of standard construction equipment, such as hoists, cranes, mixer trucks, concrete pumps, laser screeds, and other related equipment. Inishing, testing, and operation activities would involve the use of hoist cranes and other related equipment.

Phase 1

The estimated maximum daily emissions during Project construction are listed in **Table 4.2-8, Construction Emissions: Phase 1 (Residential)**. These estimates are based on the expected location, size, and development of the proposed Project. The analysis assumes that all of the construction equipment and activities will occur continuously over the workday and that activities will not overlap; in addition, most equipment will operate only a fraction of each workday. As shown, Project-related construction emissions would not exceed SCAQMD's significance thresholds for Project construction. Although baseline emissions are below SCAQMD thresholds, standard regulatory compliance with SCAQMD rules and regulations would be implemented.

**Table 4.2-8
Construction Emissions: Phase 1 (Residential)**

Maximum Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2018						
Baseline	6.85	72.35	39.39	0.13	12.11	6.67
Regulatory Compliance	3.36	65.51	40.85	0.13	7.25	3.66
2019						
Baseline	16.28	39.71	38.78	0.08	4.60	2.59
Regulatory Compliance	14.01	44.40	40.05	0.08	4.12	2.22
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes:

Refer to Modeling in **Appendix B.5 (summer)** and **B.6 (winter)** Section 2.2 Overall Construction for maximum construction emissions during both the summer and winter seasons.

ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; SOx = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Architectural coating activities emit the majority of the ROG emissions. CalEEMod takes into account SCAQMD's Rule 1113 (Architectural Coating), which requires reductions in the ROG content of coatings, with a substantial reduction in the ROG content limit for flat coating. The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 403 (Fugitive Dust), to minimize the generation of fugitive dust. Compliance with Rule 403 is mandatory for all construction projects, and it is assumed that watering of exposed surfaces and unpaved roads will occur at least three times daily, which is estimated to reduce fugitive dust emissions from this source (both PM10 and PM2.5). With the incorporation of mitigation in compliance with SCAQMD rules and regulations, PM10 and PM2.5 emissions would be reduced.

Phase 2A

The estimated maximum daily emissions during Project construction are listed in **Table 4.2-9, Construction Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)**. As shown, Project-related construction emissions would not exceed SCAQMD's significance thresholds for Project construction. Although baseline emissions are below SCAQMD thresholds, standard regulatory compliance with SCAQMD rules and regulations would be implemented.

**Table 4.2-9
Construction Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)**

Maximum Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2020						
Baseline	7.22	87.07	44.58	0.14	29.43	16.97
Regulatory Compliance	3.63	81.15	49.81	0.14	12.91	7.41
2021						
Baseline	20.23	35.26	38.63	0.08	4.18	2.23
Regulatory Compliance	18.96	47.45	41.22	0.08	4.10	2.26
2022						
Baseline	1.06	9.58	12.82	0.02	0.71	0.51
Regulatory Compliance	0.84	16.14	14.16	0.02	0.79	0.62
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes:

Refer to Modeling in **Appendix B.8 (summer)** and **B.9 (winter)** Section 2.2 Overall Construction for maximum construction emissions during both the summer and winter seasons.

ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; SOx = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Phase 2B

The estimated maximum daily emissions during Project construction are listed in **Table 4.2-10, Construction Emissions: Phase 2B (Office) plus Phase 1 (Residential)**. As shown, Project-related construction emissions would not exceed SCAQMD's significance thresholds for Project construction. Although baseline emissions are below SCAQMD thresholds, standard regulatory compliance with SCAQMD rules and regulations would be implemented.

**Table 4.2-10
Construction Emissions: Phase 2B (Office) plus Phase 1 (Residential)**

Maximum Construction Emissions	ROG	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
2020						
Baseline	7.22	87.07	44.92	0.14	29.42	16.97
Regulatory Compliance	3.68	81.15	49.81	0.14	12.91	7.41
2021						
Baseline	20.06	36.41	39.04	0.09	4.29	2.26
Regulatory Compliance	18.80	48.61	41.63	0.09	4.22	2.29
2022						
Baseline	1.06	9.58	12.82	0.02	0.71	0.51
Regulatory Compliance	0.84	16.14	14.16	0.02	0.79	0.62
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes:

*Refer to Modeling in **Appendix B.11 (summer)** and **B.12 (winter)** Section 2.2 Overall Construction for maximum construction emissions during both the summer and winter seasons.*

ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; SOx = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Localized Construction Impacts

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for PM2.5 is designed to limit emissions and allow progress toward attainment of the ambient air quality standard. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective ambient air quality standards.

Phase 1

The results of the proposed Project’s localized emissions during Phase 1 are shown in **Table 4.2-11, LST Emissions Concentrations Phase 1 (Residential)** below. The estimated area of disturbance is approximately 2.41 acres for purposes of applying the SCAQMD mass rate emission threshold. These estimates assume the maximum area that would be disturbed during construction on any given day during

Phase 1. Note that the results for operational emissions reflect the combination between the existing operational emissions generated by uses that exist on the Project site. It is important to note that these uses would be removed during implementation of Phase 2A/2B.

**Table 4.2-11
LST Emissions Concentrations: Phase 1 (Residential)**

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total regulatory compliant maximum emissions	20.05	15.41	2.87	1.78
LST threshold ^a	121.93	874.56	7.96	4.55
Threshold Exceeded?	No	No	No	No
Operational				
Project area/energy emissions	0.62	13.00	0.11	0.11
Existing area/energy emissions	(0.11)	(0.10)	— ^b	— ^b
<i>Net area/energy emissions</i>	<i>0.73</i>	<i>13.10</i>	<i>0.11</i>	<i>0.11</i>
LST threshold ^a	121.93	874.56	2.27	1.14
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The net area/energy emissions of the Project represent the net difference between the existing operational uses that would be removed and the Project operational emissions.

Refer to Appendix B.5 (summer) through B.6 (winter), Sections 3.2 through 3.7, for maximum on-site emissions during both the summer and winter seasons.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

^a *LST for a 2.41-acre site. LST values were interpolated between the 2-acre and 5-acre values accordingly, then rounded down to the nearest whole number.*

^b *Results are negligible.*

Phase 2A

The results of the proposed Project’s localized emissions during Phase 2A are shown in **Table 4.2-12, LST Emissions Concentrations: Phase 2A (Hotel) plus Phase 1 (Residential)** below. The estimated area of disturbance is approximately 3.92 acres for purposes of applying the SCAQMD mass rate emission threshold. These estimates assume the maximum area that would be disturbed during construction on any given day during Phase 2A. Note that the results for operational emissions reflect the net difference between the existing operational emissions generated by uses that would be removed from the Project site and operation of the Phase 1 uses.

Table 4.2-12
LST Emissions Concentrations: Phase 2A (Hotel) plus Phase 1 (Residential)

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total regulatory compliant maximum emissions	33.72	24.67	7.99	4.82
LST threshold ^a	151.12	1200.72	11.48	6.56
Threshold Exceeded?	No	No	No	No
Operational				
Phase I area/energy emissions	0.62	13.00	0.11	0.11
Phase 2A area/energy emissions	1.25	1.11	0.10	0.10
Existing area/energy emissions	(0.11)	(0.10)	— ^b	— ^b
<i>Net Area/energy emissions</i>	<i>1.76</i>	<i>14.01</i>	<i>0.21</i>	<i>0.21</i>
LST threshold ^a	151.12	1200.72	3.28	1.64
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The net area/energy emissions of the Project represent the net difference between the existing operational uses that would be removed and the Project operational emissions.

Refer to **Appendix B.8 (summer)** through **B.9 (winter)**, Sections 3.2 through 3.7, for maximum on-site emissions during both the summer and winter seasons.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

^a LST for a 3.92-acre site. LST values were interpolated between the 2-acre and 5-acre values accordingly, then rounded down to the nearest whole number.

^b Results are negligible.

Phase 2B

The results of the proposed Project's localized emissions during Phase 2B are shown in **Table 4.2-13, LST Emissions Concentrations: Phase 2B (Office) plus Phase 1 (Residential)** below. The estimated area of disturbance is approximately 3.63 acres for purposes of applying the SCAQMD mass rate emission threshold. These estimates assume the maximum area that would be disturbed during construction on any given day during Phase 2B. Note that the results for operational emissions reflect the net difference between the existing operational emissions generated by uses that would be removed from the Project site.

**Table 4.2-13
LST Emissions Concentrations: Phase 2B (Office) plus Phase 1 (Residential)**

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total regulatory compliant maximum emissions	33.72	24.67	7.99	4.82
LST threshold ^a	145.51	1138.08	10.80	6.17
Threshold Exceeded?	No	No	No	No
Operational				
Phase I area/energy emissions	0.62	13.00	0.11	0.11
Phase 2B area/energy emissions	0.39	0.40	0.03	0.03
Existing area/energy emissions	(0.11)	(0.10)	— ^b	— ^b
<i>Net area/energy emissions</i>	<i>0.90</i>	<i>13.30</i>	<i>0.14</i>	<i>0.14</i>
LST threshold ¹	145.51	1138.08	3.09	1.54
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The net area/energy emissions of the Project represent the net difference between the existing operational uses that would be removed and the Project operational emissions.

*Refer to **Appendix B.11 (summer)** through **B.12 (winter)**, Sections 3.2 through 3.7, for maximum on-site emissions during both the summer and winter seasons.*

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

^a LST for a 3.63-acre site. LST values were interpolated between the 2-acre and 5-acre values accordingly, then rounded down to the nearest whole number.

^b Results are negligible.

Results of the LST analysis indicate that maximum pollutant concentrations are predicted to be within acceptable limits for all construction phases and are not anticipated to exceed identified significance thresholds at any receptor location. Project impacts with regard to LSTs would be less than significant.

Operation

Phase I

The estimated emissions for Phase 1 are presented in **Table 4.2-14, Operational Emissions: Phase 1 (Residential)**, and are compared to the SCAQMD established operational significance thresholds. Note that the operational results reflect the combination of the existing uses that would be removed during Phase 2A/2B. As shown, the operational emissions during Phase 1 would not exceed the SCAQMD established operational significance thresholds.

**Table 4.2-14
Operational Emissions: Phase 1 (Residential)**

Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
	pounds/day					
Area	7.78	0.15	12.80	0.00	0.07	0.07
Energy	0.06	0.47	0.20	0.00	0.04	0.04
Mobile	2.18	3.82	20.88	0.05	4.28	1.17
<i>Total</i>	<i>10.02</i>	<i>4.44</i>	<i>33.88</i>	<i>0.05</i>	<i>4.39</i>	<i>1.28</i>
<i>Existing^a</i>	<i>(2.25)</i>	<i>(2.78)</i>	<i>(14.76)</i>	<i>(0.03)</i>	<i>(2.74)</i>	<i>(0.76)</i>
Net Total	12.27	7.22	48.64	0.08	7.13	2.04
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.

Notes:

Refer to **Appendix B.5 (summer)** through **B.6 (winter)**, Section 2.2, for maximum operational emissions during both the summer and winter seasons.

CO = carbon monoxide; NO_x = nitrogen oxide; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; ROG = reactive organic gas; SO₂ = sulfur dioxide.

^a Refer to **Table 4.2-6, Existing Operational Air Quality Emissions**.

Phase 2A

The estimated emissions for Phase 1 are presented in **Table 4.2-15, Operational Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)**, and are compared to the SCAQMD established operational significance thresholds. Note that the results reflect the net difference between the existing operational emissions generated by uses that would be removed from the Project site. As shown, the operational emissions during Phase 2A would not exceed the SCAQMD established operational significance thresholds.

Table 4.2-15
Operational Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)

Source	ROG	NOx	CO	SO2	PM10	PM2.5
	pounds/day					
Area	6.66	— ^a	0.06	0.00	— ^a	— ^a
Energy	0.14	1.25	1.05	0.01	0.10	0.10
Mobile	3.74	5.13	30.35	0.07	6.92	1.89
<i>Total</i>	<i>10.54</i>	<i>6.38</i>	<i>31.46</i>	<i>0.08</i>	<i>7.02</i>	<i>1.99</i>
Phase 1^b	10.02	4.44	33.88	0.05	4.39	1.28
<i>Existing^c</i>	<i>(2.25)</i>	<i>(2.78)</i>	<i>(14.76)</i>	<i>(0.03)</i>	<i>(2.74)</i>	<i>(0.76)</i>
Net Total	18.31	8.04	50.58	0.10	8.67	2.51
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.

Notes:

The net total emissions of the Project represent the net difference between the existing operational generated uses that would be removed and the Project operational emissions.

Refer to **Appendix B.8 (summer)** through **B.9 (winter)** Section 2.2 for maximum operational emissions during both the summer and winter seasons.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SO2 = sulfur dioxide.

^a Results are negligible.

^b Refer to **Table 4.2-16, Estimated Operational Emissions: Phase 1 (Residential)**.

^c Refer to **Table 4.2-6, Existing Operational Air Quality Emissions**.

Phase 2B

The estimated emissions for Phase 1 are presented in **Table 4.2-16, Operational Emissions: Phase 2B (Office) plus Phase 1 Residential**), and are compared to the SCAQMD established operational significance thresholds. Note that the results reflect the net difference between the existing operational emissions generated by uses that would be removed from the Project site. As shown, the operational emissions during Phase 2B would not exceed the SCAQMD established operational significance thresholds.

**Table 4.2-16
Operational Emissions: Phase 2B (Office) plus Phase 1 (Residential)**

Source	ROG	NOx	CO	SO2	PM10	PM2.5
	pounds/day					
Area	8.13	— ^a	0.07	— ^a	— ^a	— ^a
Energy	0.04	0.39	0.32	— ^a	0.03	0.03
Mobile	3.81	5.46	34.44	0.08	8.41	2.28
<i>Total</i>	<i>11.98</i>	<i>5.85</i>	<i>34.83</i>	<i>0.08</i>	<i>8.44</i>	<i>2.31</i>
Phase 1^b	10.02	4.44	33.88	0.05	4.39	1.28
<i>Existing^c</i>	<i>(2.25)</i>	<i>(2.78)</i>	<i>(14.76)</i>	<i>(0.03)</i>	<i>(2.74)</i>	<i>(0.76)</i>
Net Total	19.75	7.51	53.95	0.1	10.09	2.83
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.

Notes:

The net total emissions of the Project represent the net difference between the existing operational generated uses that would be removed and the Project operational emissions.

Refer to **Appendix B.11 (summer)** through **B.12 (winter)** Section 2.2 for maximum operational emissions during both the summer and winter seasons.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SO2 = sulfur dioxide.

^a Results are negligible.

^b Refer to **Table 4.2-16, Estimated Operational Emissions: Phase 1 (Residential)**.

^c Refer to **Table 4.2-6, Existing Operational Air Quality Emissions**.

While the emissions impact analysis considers the total vehicle trips that may occur on a daily basis according to the estimates provided in **Section 4.8, Transportation and Traffic**, these vehicle trip estimates do not reflect the proposed Project's requirements as part of the transportation demand management (TDM) program, including the potential for Project visitors to use other forms of transportation, such as existing bus lines, carpooling, or bicycling. For example, the Project building (after completion of Phase 2B) is expected to generate a total of 554 daily transit trips, including 60 during the weekday morning peak hour and 58 during the weekday afternoon peak hour using CMP guidelines. In addition, the proposed Project includes the following features that reduce traffic and related air emissions:

- Public transportation information on display to all employees,
- Preferential and accessible carpool/vanpool parking spaces,
- Bicycle parking facilities,
- Carpool/vanpool loading areas,
- Direct sidewalk access from the street to all Project buildings,
- Bus stop improvements as agreed to by Metro and the City, and

- Safe bicycle access from the street to bicycle parking facilities.

Summary of Construction and Operational Emissions

With respect to AQMP consistency, construction and operational emissions for criteria pollutants associated with Phases 1 and 2A/2B of the proposed Project would be less than significant. Furthermore, local air quality impacts would be improved by reducing idling time associated with traffic congestion. With the Project’s TDM features, residual air pollutant emissions would be somewhat less than the worst-case conservative assumptions analyzed in this section. However, the operational air quality impacts of the proposed Project for ROG, NOx, CO, SO2, PM2.5, and PM10 would be less than significant.

Health Risk Assessment

All Phases

Carcinogenic Chemical Risk

Carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). As a result, the State of California has established a threshold of one in one hundred thousand result (1.0E-05) as level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking water and Toxic Enforcement Act. This threshold is also consistent with the maximum incremental cancer risk established by the SCAQMD.

Table 4.2-17, Maximum Residential Receptor/Carcinogenic Risk, presents the maximum predicted residential receptor carcinogenic risk estimates. As shown in **Table 4.2-17**, these values do not exceed the significance threshold of one in one hundred thousand (1.0E-05). It is important to note that concentration estimates with receptor heights commensurate with succeeding floor levels will produce lower risk estimates.

**Table 4.2-17
Maximum Residential Receptor/Carcinogenic Risk**

Floor Level	Exposure Scenario	
	30 Year	9 Year
1	5.6E-06	1.7E-06

Note: Refer to Appendix B for HRA report.

Noncarcinogenic Hazards

An evaluation of the potential noncancer effects of contaminant exposures were also conducted. Under the point estimate approach, adverse health effects are evaluated by comparing the concentration of each compounds with the appropriate Reference Exposure Level (REL).

The hazard index identified for each toxicological endpoint totaled less than one for all exposure scenarios. For short duration exposures, the hazard indices for the identified averaging times did not exceed unity. Therefore, noncarcinogenic hazards were predicted to be within acceptable limits.

Criteria Pollutant Exposures

Table 4.2-18, Maximum Residential Receptor (PM10) presents the maximum predicted concentrations for each identified floor level that exceed the particulate significance threshold. As shown in **Table 4.2-18**, maximum predicted concentration exceeds the significance thresholds for the 24-hour and annual averaging times. Exceedance of the identified significance thresholds are associated with particulate exposures from the reentrainment of paved roadway dust. Implementation of **MM AQ-1** would limit particulate infiltration and reduce particulate concentrations below SCAQMD’s significance thresholds.

Table 4.2-18
Maximum Residential Receptor (PM10)

Floor Level	Pollutant/Averaging Time	
	PM10 24-hour	PM10 Annual
1	3.27708	1.37849
2	2.80582	—

Note: Refer to Appendix B for HRA report.

The PM2.5 significance threshold for all floor levels would not exceed and concentrations were predicted to be within acceptable limits. The maximum modeled 1-hour concentration for CO of 0.09995 parts per million (ppm) (114.46448 µg/m³) when added to an existing background concentration of 3.0 ppm, would not cause an exceedance of the CAAQS of 20 ppm. The maximum modeled 8-hour averaging time, the maximum predicted concentration of 0.05228 ppm (59.87376 µg/m³) when added to an existing background level of 3.0 ppm, would not cause an exceedance of the CAAQS of 9 ppm. The maximum NO₂ one hour concentration of 0.01765 ppm (33.21258 µg/m³) when added to a background concentration of 0.0795 ppm, would not cause an exceedance of the CAAQS of 0.18 ppm. As such, impacts would be less than significant.

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

Threshold: Expose sensitive receptors to substantial pollutant concentrations?

All Phases

As previously noted, several sensitive receptors exist within the Project site. As shown in **Table 4.2-11** through **4.2-13**, none of the emissions would exceed SCAQMD's significance thresholds during construction and operation. Project development would comply with all applicable SCAQMD rules and regulations and would implement feasible measures for the control of Project-generated air pollutants. This includes complying with SCAQMD Rule 403 to control excessive fugitive dust emissions by regular watering or other dust prevention measures. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Impacts would be less than significant.

4.2.6 Cumulative Impacts

The cumulative analysis focuses on whether the proposed Project, when considered with other future related projects, would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). Similar to criteria pollutants, according to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended significance thresholds for project-specific impacts would also result in a cumulatively considerable impact.

The proposed Project would not jeopardize the attainment of air quality standards in the 2016 Air Quality Management Plan for the South Coast Air Basin and the Los Angeles County portion of the South Coast Air Basin. SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."¹³ As such, the proposed Project would not have a cumulatively considerable contribution to a potential conflict with or obstruction of the implementation of all applicable air quality plans. In large part, the SCAQMD 2016 AQMP was prepared to accommodate growth, to meet State and federal air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. According to the SCAQMD Handbook, projects that are

13 South Coast Air Quality Management District (SCAQMD), *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003), Appendix A.

within the SCAQMD's mass emission thresholds would not be considered cumulatively considerable unless there is other pertinent information to the contrary.¹⁴

As shown in **Table 4.2-8** through **4.2-10**, construction-related daily mass emissions at the Project site would not exceed the SCAQMD's significance thresholds during Phase 1 and Phase 2A/2B, including LSTs for any of the criteria air pollutants. Therefore, the proposed Project would not have a cumulative considerable impact from construction emissions. Other construction projects in the vicinity of the Project site could also contribute emissions that would cumulatively increase these concentrations. However, with implementation of required Regulatory Compliance Measures, the Project's construction and operational emissions are not expected to significantly contribute to cumulative emissions for the criteria pollutants. As such, the proposed Project's contribution to cumulative air quality emissions in combined with related projects would not be cumulatively considerable.

The related projects listed in **Table 3.0-1** would generate long-term operational emissions from a variety of proposed land uses. Implementation of the Burbank2035 Air Quality and Climate Change, Mobility, and Land Use Elements' policies and programs would reduce mobile and area source emissions associated with operation of future land uses. Because these policies and programs affect a wide range of land use and transportation factors (e.g., accessibility to transit, parking availability, bicycle and pedestrian infrastructure, and distance from residential to commercial and employment uses), mobile source emissions could be substantially reduced.

Development of the related projects would also contribute vehicle traffic to the existing traffic network of the City and the region. As discussed in **Section 4.8, Transportation and Traffic**, neither street segment would be significantly impacted by the addition of Project traffic under either Project phase. CO concentrations within the City have continually decreased over the last 10 years. Furthermore, emissions in the future would decrease due to the turnover in vehicle fleets and emissions technology, which is documented in the CARB mobile source emissions model EMFAC 2014. Considering this information, it is not anticipated that development of the related projects would cause a cumulatively considerable contribution to potential CO hotspots within the city or region.

4.2.7 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 and commercial components could be built on either side of the Project site and in any order. The evaluation of the proposed Project's potential air quality impacts is not dependent on the location or the sequence of phases on the Project

14 South Coast Air Quality Management District (SCAQMD), *CEQA Air Quality Handbook*, 9–12.

site. 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 that analyzed within this DEIR for the likely development concept; thus, the emissions associated with the other development scenarios would be similar. Given that the operation of each of the proposed phases would remain the same as the development concept analyzed in this DEIR, there would be no substantial difference in the projected operational emissions. Last, the other development scenarios would be required to comply with all applicable SCAQMD rules and regulations and implement feasible measures for the control of Project-generated air pollutants. The other development scenarios would also implement **Mitigation Measure MM AQ-1** to reduce impacts related to criteria pollutant exposures to sensitive receptors. Furthermore, with adherence to applicable plans, policies, and regulations, the contribution of air quality impacts to cumulative development within the City would also be less than significant regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to that described above.

4.2.8 Mitigation Measures

Project development would comply with all applicable SCAQMD rules and regulations. Among these would be participation in the City's TDM program that would encourage the maximum use of transit and other non-auto modes. The proposed Project would also advance the SCAQMD's goals of reducing vehicle miles traveled and vehicle trips by placing new jobs in an existing urban center near downtown Burbank. The proposed Project would incorporate sustainability as one of key design and operation criteria.

As significant impacts were identified from criteria pollutant exposures, specifically particulate exposure, mitigation measures are necessary. The following mitigation shall be incorporated into the proposed Project:

MM AQ-1: **Particulate Filter Efficiencies:** Install and maintain air filtration systems with efficiencies equal to or exceeding minimum efficiency reporting values as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers Standard 52.2

4.2.9 Level of Significance after Mitigation

With implementation of **Mitigation Measure MM AQ-1**, potential air quality impacts would be reduced to less than significant.

4.3 CULTURAL RESOURCES

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the EIR addresses the potential for the proposed Project to impact cultural resources within the Project site and within the immediate surrounding area. Tribal Cultural Resources are evaluated separately in **Section 4.9** of this EIR. This section incorporates information from Burbank2035 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**.

4.3.1 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 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 cultural setting of the Project site, including the prehistoric overview of the City, and the historic background, such as the history of aviation-related industrial development in the City, 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.

Burbank has a long cultural history that includes Native American groups, Spanish explorers and settlers, other Euroamericans, Mexicans, and Americans. The prehistory of the Burbank area and details of historical-period land uses within the Project area are briefly summarized below.

Prehistoric Background

Roughly 12,000 years Before Present (BP), Southern California was populated by several related yet distinct cultural groups, generally known as Paleoindians. Along the coast, these cultures are known as the Paleocoastal tradition and are believed to have migrated down the coast from Northern California. The people of the Paleocoastal tradition are thought to have been the first to arrive in California, and the tradition is well documented along the coast of central California and on the northern Channel Islands.

The Millingstone Period, sometimes referred to as the Early Period, is a roughly 5,500-year span beginning around 8,500 BP and ending with the first dramatic increase in regional human population around 3,000 BP. At the end of the Millingstone period, around 3,500 BP, there was an initial entry of the Tadic (proto-Gabrielino/Cupan branch of the Uto-Aztecan language family) speakers into the region. These Tadic groups replaced the existing late Millingstone groups along the coast.

By 3,500 BP, evidence also suggests that the Los Angeles Basin was occupied by a group of people known as the Intermediate Horizon population. The Intermediate Period, dating from 3,000 to 1,000 BP, is marked by changes in settlement patterns, economic activities, mortuary practices, and technology. The latter portion of the Intermediate period, is marked by the spread of the bow-and-arrow to the coast from the north and east. Sometime toward the end of the Intermediate period, the trade in Coso obsidian decreased dramatically, and Obsidian Butte obsidian increased in importance. Yuman ceramics, plus some local wares, were present. Major settlements continued to be occupied on a seasonal basis. Flexed burials continued, and cremation remained uncommon.

The Late period, beginning around 1,000 BP and ending with European contact in 1542, witnessed extensive population growth along much of the southern California coast. There are more sites and a greater variety of sites with greater internal differentiation from this period than from any other time in prehistory. Villages with complex site layouts and burial grounds with highly variable mortuary treatments appeared, suggesting the development of social differentiation.

By 1,500 BP, evidence shows that the City of Burbank was once occupied by the Gabrielino/Tongva Native Americans, who had a large and well-established presence in the region during the Late Prehistoric period, spanning from approximately 1,500 years ago to the Mission era. At the time of contact and for many years thereafter, 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, however, pressure from Europeans to turn aside traditional lifeways to work at the various ranchos and missions became too great. 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. Many Gabrielino/Tongva still survive, but their numbers are far fewer today than they were at the point of contact. Two important Gabrielino/Tongva communities were located within the eastern San Fernando Valley, Kaweenga (Cahuenga) and Haahamonga. Of these two, Haahamonga was closest to the Project area, approximately located within Rancho San Rafael, although the exact location of the site is unknown. Kaweenga was located approximately 2.9 miles to the southeast, near the current site of Universal City, in Rancho Cahuenga, although the exact location is unknown.

Historic Background

The region encompassing the Project area came under the control of the Spanish mission system in 1771, with the establishment of the Mission San Gabriel. During the 1870s and 1880s, settlers entered the area that was to become Burbank in increasing numbers. By 1873, the Southern Pacific Railway had extended its line from downtown Los Angeles to a location that was to become North Hollywood, providing a critical commercial linkage. The line roughly parallels First Street at a distance of 1.4 miles southwest of the Project area. The area's productive livestock enterprise was severely impacted by drought in 1874, and local industry shifted to wheat farming. As late as the 1880s, the only defined road in the area was the trail that was to become San Fernando Boulevard, paralleling First Street at a distance of about 0.08 miles to the northeast.

Burbank incorporated as a city in 1911 and quickly grew as a residential and industrial community. Also in 1911, the Pacific Electric Railway completed a line connecting Burbank with Los Angeles. Specific commerce related to city growth included the motion picture and aircraft industries, both of which proved to be profitable through the Great Depression and World War II. In 1939, Burbank was described as one of "small residences and shaded streets." Burbank flourished during the postwar years of the late 1940s and 1950s but experienced little growth during the following two decades. The Golden State Freeway (Interstate 5) was completed through Burbank in the late 1950s; it parallels the railroad and San Fernando Boulevard alignments approximately 0.06 miles south of the Project area. By the early 1960s, little open land remained undeveloped in the City.

Aviation Industry in Burbank

The aviation industry was established in the City in 1928, when the Lockheed Corporation acquired property in Burbank for airplane hangars and a factory building, followed by the development of an airstrip, located adjacent to the Southern Pacific railroad and north of Hollywood Way, for aircraft testing. United Aircraft and Transport Company also bought 240 acres of land on Vanowen Street and Hollywood Way in 1928 to develop an airport. The City of Burbank added part of Winona Avenue to provide additional runway space for airplanes, which established Burbank as a location for the design and testing of aircraft.

The aircraft industry expanded after the Great Depression. By 1937, California had become the leading producer of aircraft products, with Lockheed being an industry leader. Lockheed purchased United Airport in 1940 and began expanding its facilities and operations on land adjacent to the runways.

Established industries such as Lockheed and the aviation/aerospace industry experienced a period of growth during the 1950s. By 1952, Burbank had become a major center for the electronics industry. The S. San Fernando Boulevard corridor in Burbank was dubbed “industrial row,” as a majority of the industrial plants in the San Fernando Valley were in Burbank, including 302 manufacturing businesses with approximately 34,500 employees, a number which was larger than Burbank’s entire population in 1940. The aviation industry contracted after World War II and expanded during the early 1950s and again in the late 1960s.

By the 1960s, Burbank was categorized as an “industrial city.” A reduction in military spending and the recession of the early to mid-1970s reduced employment in the aviation industry locally. Lockheed sold the airport in 1978 to the Burbank-Glendale-Pasadena Airport consortium. The aviation industry also experienced a downturn in the early 1990s, when defense spending was reduced again, and the demand for commercial aircraft declined significantly due to another recession.

Historical Resources

The Project site is currently developed with an existing 2-story building and asphalt-paved surface parking. The structure, at approximately 47,000 square feet in size, is located at the northwestern portion of the Project site at the intersection of South First Street and East Tujunga Avenue. This building was built in 1954, with extensive renovations in 1991 and a seismic retrofit in 2000.

The existing rectangular building is characterized by reinforced brick and rests on a concrete-slab foundation, with dimensions of approximately 160 by 160 feet. The building exhibits influences from the International style with stylized brickwork at the roof parapets and around the window openings. The building is covered by a flat, built-up roof with a mineralized cap sheet. Apart from the stylized

brickwork at the roof parapets and around the window openings, the building has otherwise simple façades. The entrance façades are covered by double-aluminum-frame glass doors with aluminum-frame transom and side lights. Fifty multiplane, aluminum-sash windows of similar dimensions and orientation are located on the north, south, east, and west façades of the building. The windows are not original and were likely installed during the 1991 renovation. All of the windows appear to be fixed; however, they imitate the look of multipane, steel-sash casement windows that would have been common to commercial and residential buildings constructed in the 1950s. Thirteen of the second-story windows on the north and west façades are outfitted with metal-and canvas-awnings. Structurally, the building appears to be in good condition.

Access to the inside of the building are through entrances on the north, east, and west façades. The off-center entrance on the north (front) façade is covered by double-aluminum-frame glass doors with aluminum-frame transom and side lights. Above the entrance is a cantilevered decorative-metal shelter composed of vertical and horizontal supports with a standing-seam metal covering. There are three off-center entrances on the east façade; two provide access to an original warehouse/storage area and are covered by metal rollup doors and the other entrance is recessed with a standard metal door. On the west façade of the building, there is a single off-center entrance that is covered by double-aluminum-frame glass doors with a transom light. A simple metal-and-canvas awning is in place above the west entrance.

A combination of concrete and asphalt-paved parking and driveway areas surround the building to the east and south. Public and private sidewalks are of poured-concrete construction, and mature landscaping fronts the building to the north, east, and west.

Since its construction in 1954, the existing building has housed several commercial/industrial enterprises, including U.S. Pharmaceutical, the Librascope Division of General Precision, the Lockheed California Company, the Electronic Resources Division of Whittaker Corporation, and California Indemnity Insurance. At the time of the Cultural Report conducted in July 2016, Rock-Tenn Merchandising Displays was one of the lessees in the semivacant building.

Development History of Project Site

Between 1771 and 1748, the Mission San Gabriel controlled land in the Project area; however, no Mission-period activity specifically associated with the Project site has been identified. General Land Office plat maps for Township 1 North, Range 14 West dated 1876 and 1881 indicate that the Project site was part of Rancho San Rafael Lot No. 40, but they do not depict any detail of the Project site. Archival research did not disclose any developments on the Project site that could be related to the Rancho period prior to subdivision in 1887.

The earliest available Sanborn Fire Insurance Company (“Sanborn”) map showing the Project site is dated 1918. It shows the unnamed alley that still bisects the center of the Project site between First Street and Second Street (today known as South San Fernando Boulevard). The Project site was divided into 10 equal lots fronting on Tujunga Avenue and Verdugo Avenue. Only one lot contained improvements: a dwelling and outbuilding were located on the lot roughly corresponding with the courtyard and parking spaces on the northeast side of the building currently occupying the site.

Sanborn maps dating to 1923 depict the dwelling and outbuilding mapped in 1918 remaining on the site, although the outbuilding had been enlarged and converted to an automobile garage. One new dwelling had been built near the alley at the back of the lot on the north-northwest part of the Project site, where a parking shed is currently located. At this time, the entire southwestern half of the Project site was in use by the Viney Milliken Lumber Company, including 2 lumber sheds; 64 storage areas for lumber, lath, and shingles; a sash and door shop; and an office.

Aerial photographs dated 1938 and 1940 show the southwest half of the Project site to be vacant. The 1941 Sanborn map confirms that the entire lumber company development had been removed. The dwellings and outbuilding that existed in previous years remained, although both houses had been divided into two apartments. The southern quarter of the Project area was occupied by an automobile sales shop, with an automobile repair and service building, grease shop, paint-spray booth, and one building of unidentified use. A residential lot bordering the automobile facility to the northeast contained a single-story dwelling.

Dwellings within the Project site were unchanged on the 1949 Sanborn map, but the automobile sales building had been converted to a youth center. The automobile repair building remained and the grease shop was serving as an automobile-body-repair shop; the building of unidentified use also remained, and the paint-spray booth had been removed.

The existing 2-story building, located at 100 E. Tujunga Avenue, appears on aerial photographs dated 1956 and 1965. At this time, the cluster of automobile-service-related buildings and the youth center building remained unchanged in the southern quarter of the Project site. By the time of aerial photography dated 1976, the existing building at 100 E. Tujunga Avenue was the only remaining building on the Project site. Remaining parts of the Project site had been paved. The Project site remains largely unchanged to the present time.

Identified Historical Resources in the Project Vicinity

Eleven historical properties have been recorded within the 0.5-mile records search radius. These resources are not located immediately adjacent to the Project area and would not be directly affected

by the proposed Project. **Table 4.3-1, Prior Historic Resources Survey Results**, illustrates the previous identification and evaluations of the properties on the Project site. Of these 11 historical properties, 3 are listed on both the National Register for Historic Places (NRHP) and the California Register of Historic Resources (CRHR): the Burbank City Hall, the Burbank Post Office, and the Western Regional Post Office. One property is recommended eligible; the remaining are recommended not eligible, or the NRHP and CRHR eligibility status are unknown. The existing building on the Project site is recommended not eligible for listing in the CRHR.

Table 4.3-1
Prior Historic Resources Survey Results

Primary No. (Trinomial)	Resource Type	NRHP Eligibility	CRHR Eligibility
P-19-002530	Burbank Depot	Unknown	Unknown
P-19-003348 (CA-LAN-3348H)	Archaeological Site	Recommended Not Eligible	Unknown
P-19-180746	Burbank City Hall	Listed	Listed
P-19-180751	Burbank Post Office	Listed	Listed
P-19-180773	Western Regional Post Office	Listed	Listed
P-19-186688	Union Pacific Railroad	Unknown	Unknown
P-19-186689	Culvert	Unknown	Unknown
P-19-188507	Commercial Building	Recommended Not Eligible	Unknown
P-19-190017	Bellarmino Jefferson High School	Recommended Eligible	Recommended Eligible
P-19-190316	Lake Street/Providencia Avenue Bridge	Recommended Not Eligible	Recommended Not Eligible
P-19-190319	Southern Pacific Railroad	Unknown	Unknown

Source: Statistical Research, Inc., *Cultural Resource Evaluation and Impact Assessment*, July 2016.

Notes: NRHP = National Register of Historic Places; CRHR = California Register of Historic Resources.

4.3.2 Regulatory Framework

Key federal, State, and local laws, regulations, and policies pertaining to cultural resources in the Project area are summarized below. They provide the regulatory framework for addressing all aspects of cultural resources that would be affected by implementation of the proposed Project.

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 authorized the formation of the NRHP and coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. Buildings, districts, sites and structures may be eligible for listing in the NRHP if they possess significance at the national, State, or local level in American history, culture, architecture or archaeology, and in general, are over 50 years old. Significance is measured against the following established criteria (NRHP Bulletin 16):

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. A Section 106 Review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from State Historic Preservation Offices (SHPOs). If any impacts are identified, the agency undergoing the project must identify the appropriate SHPO to consult with during the process.

If cultural resources do not meet the criteria previously identified above, they are not historic properties and are not further considered in the Section 106 process. In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired or significant individuals made their important contributions.

State Regulations

California Register of Historic Resources

The California Register of Historic Resources (CRHR), created in 1992 (official regulations effective January 1, 1998), is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected, to

the extent prudent and feasible, from substantial adverse change” (Title 14, State Historical Resources Commission, Regulations for the Nomination of Historical Resources to the California Register of Historical Resources). State and local agencies may also determine which resources are to be considered in order to comply with CEQA requirements.

The CRHR criteria are based on NRHP criteria. California properties (individual buildings and contributors to districts) that meet these criteria may be listed in the CRHR. If the owner of a historical resource objects to the nomination, the property is not listed in the CRHR, but the State Commission may formally designate the resource as eligible for listing. Listing in the CRHR does not protect the resource from demolition or alteration, but it does require environmental review for proposed projects. Some resources are listed automatically (such as resources already on the NRHP); others may be nominated through an application and public hearing process administered by the SHPO.

The CRHR automatically includes the following: California properties listed on the NRHP and those formally determined eligible for the NRHP; California Registered Historical Landmarks from No. 0770 onward; and Points of Historical Interest that have been evaluated by SHPO and State Historic Resources Commission. Resources that may be nominated for listing in the CRHR include historical resources with a significance rating of category 3 through 5 in the State Inventory (Categories 3 and 4 refer to potential NRHP eligibility; Category 5 refers to properties with local significance); individual historical resources; historical resources contributing to historic districts; and historical resources designated or listed under a municipal or county ordinance.

To be eligible for inclusion on the CRHR, a pre-historic or historic property must be significant at the local, state, and/or federal level under one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

A resource eligible for the CRHR must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and

to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the NRHP, but it may still be eligible for listing in the CRHR.

Archaeological resources, in contrast to built-environment historic period resources, are most often eligible under Criterion 4 for their “information potential.” For properties eligible under Criterion 4, less attention is given to their overall condition, than if they were being considered under Criteria 1, 2, or 3. Archeological sites, in particular, do not exist today exactly as they were formed as there are always cultural and natural processes that alter the deposited materials and their spatial relationships. For properties eligible under Criterion 4, integrity is based upon the property's potential to yield specific data that addresses important research questions.¹

The National Park Service provides technical guidance in the form of National Register Bulletins. National Register Bulletin No. 32: Guidelines for Evaluating and Nominating Properties Associated with Significant Persons” provides guidelines for applying association criteria. It states that in evaluating the significance of a person the “contributions of individuals must be compared to those of others who were active, successful, prosperous, or influential in the same field” in order to determine if the threshold for historic significance can be met:

1. Specific individuals must have made contributions or played a role that can be justified as significant within a defined area of American history or prehistory.
2. For properties associated with several community leaders or with a prominent family, it is necessary to identify specific individuals and to explain their significant accomplishments.
3. Contributions of individuals must be compared to those of others who were active, successful, prosperous, or influential in the same field.

Bulletin 32, states that “in order to determine how important the actions of an individual were in the evolution of any area of history in a community, state, or the United States, it is necessary to acquire background information on pertinent aspects of that area’s history.” It goes on to say that “it is necessary to research both the individuals and the area(s) of history in which they played important roles.” It notes that “the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant.”

Regarding contributions of a local individual, Bulletin 32, states that “it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these

1 National Register Bulletin 15. Page 46.

accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others. Otherwise, any property associated with any citizen who has attained the same level of success would meet National Register criteria. Unless that level can be demonstrated to have been distinctive, the concepts of leadership and significance have been lost.”

An evaluation of the property’s association with the individual must be made to determine if the property is “associated with the productive life of the individual in the field in which (s)he achieved significance” and “documentation must make clear how the nominated property represents an individual’s significant contributions.” In addition, “each property associated with someone important should be compared with other properties associated with that individual to identify those resources that are good representatives of the person’s historic contributions.”

Bulletin 32 also notes that most properties nominated for associations with significant persons also are nominated for other reasons, as indicated by the fact that almost two-thirds of the properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

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 Public Resources Code (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 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 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 an MLD, or the MLD identified fails to make a recommendation, or the 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.

California Environmental Quality Act

According to State CEQA Guidelines Section 15126.4(b)(3), public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource. Preservation in place is the preferred manner of mitigating impacts.² Preservation in place may be accomplished by planning construction to avoid the resource, incorporating sites within parks or open space, covering sites with chemically stable and culturally sterile fill, or deeding the site into a permanent conservation easement. For buildings and structures, maintenance, repair, restoration, preservation, conservation, or reconstruction consistent with the Secretary of Interior's Standards and Guidelines for the Treatment of Historic Properties is considered mitigation of impacts to a less than significant level.³ When data recovery excavation of an archaeological site is the only feasible mitigation, a detailed data recovery plan must be prepared and adopted prior to any excavation. If human remains are present, then such remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code.

City of Burbank

City of Burbank Historic Resource Management Ordinance

The intent of the City of Burbank's Historic Resource Management Ordinance is "to recognize, preserve, and protect historic Resources in the interest of the health, prosperity, social and cultural enrichment, and general welfare of the people." The purpose of the Ordinance is to:

- a) Safeguard the heritage of the City by preserving Resources that reflect elements of the City's history;
- b) Encourage public understanding and involvement in the historic, cultural, architectural, archaeological, and social heritage of the City;
- c) Promote the private and public use and preservation of historic resources for the education, appreciation and general welfare of the people;

² California Code of Regulations, tit. 14, sec. 15126.4(b)(3).

³ 14 CCR 15126.4(b)(1).

- d) Promote the conservation, preservation, and enhancement of historic resources;

To be eligible for designation as a historic resource, a resource must meet one or more of the following criteria:

- a) Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage;
- b) Is associated with the lives of persons important in the past;
- c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and
- d) Has yielded, or may yield, information important in prehistory or history.

Burbank2035 Open Space and Conservation Element

The Burbank2035 Open Space and Conservation Element addresses the conservation of the City's open space and cultural resources, including historical, archeological, and paleontological resources. The Open Space and Conservation Element of Burbank2035 identifies the following policy regarding the conservation of cultural resources:

Policy 6.1: Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.

4.3.3 Methodology

The cultural and historic context of the City and the previous uses of the Project site were researched and reviewed, and a field survey of the built environment in the Project area was undertaken on April 19, 2016 as part of the Cultural Report included as **Appendix C** of this EIR. The existing office building that would be affected by the proposed Project was evaluated based on national, State, and local criteria for historical significance. The evaluation considered the architectural design and condition of the buildings on the Project Site and whether any of these buildings were listed or determined eligible for the NRHP or CRHR or designated as a local historic resource. In addition, a South Central Coast Information Center records search was conducted to identify all previously recorded buildings and structures and relevant built-environment reports for the Project site and surrounding 0.5-mile radius. Additionally, the records search identified all previously recorded archaeological resources and relevant reports of the Project site and surrounding 1-mile radius.

4.3.4 Thresholds of Significance

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 cultural resources if it would:

Threshold 4.3-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Threshold 4.3-2: Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5?

Threshold 4.3-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Threshold 4.3-4: Disturb any human remains, including those interred outside of formal cemeteries?

4.3.5 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, **Appendix A**).

Threshold 4.3-1: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Phase 1

Phase 1 of the proposed Project would involve the demolition and clearing of the existing surface parking lot and construction of a residential building on the southern portion of the Project site. Phase 1 of the proposed Project would not involve the demolition of the existing 2-story building on the northern portion of the Project site. The original improvements to the existing building were completed in 1954, with extensive renovations in 1991 and a seismic retrofit in 2000. The existing building was determined to have no known associations with important persons or events of the City of Burbank's past that have contributed to our culture in a meaningful way, have contributed to the broad patterns of regional or national history, or that are important to regional and national cultural heritage. It does not exhibit elements of architecture or style that represent the distinctive characteristics of a type, period,

region, or method of construction, and it is not the work of a master architect. Furthermore, the edifice is not likely to yield additional information important in local, regional, or national history. This existing building does not meet any of the four criteria used for determining eligibility for listing in the CRHR; therefore, the property, including structures or objects located within, is not considered historically significant under CEQA.

Additionally, implementation of Phase 1 of the proposed Project would not affect the historic resources—including Burbank City Hall (0.2 miles to the north), Burbank Post Office (0.17 miles to the northwest), and the Western Regional Post Office (0.17 miles to the northwest)—that are listed eligible in both the NRHP and CRHR. Also, implementation would not affect Bellarmine Jefferson High School (0.4 miles northeast), which is listed as recommended eligible in both the NRHP and CRHR. These historic resources are not located close enough to be physically impacted by development of the proposed Project.

As demonstrated, implementation of Phase 1 of the proposed Project would not destroy historic materials that characterize any historic resource either on the Project site or near the Project site. Therefore, Phase 1 of the proposed Project would not have any direct impact on an historical resource on the Project site or in the Project vicinity. Impacts would be less than significant.

Phase 2A and 2B

Phase 2A and 2B of the proposed Project would involve the demolition and clearing of the existing 2-story building and surface parking lot and construction of a hotel or office building on the northern portion of the Project site. As previously discussed, the existing building on the site fails to meet any of the four criteria used for determining eligibility for listing in the CRHR; therefore, the property, including structures or objects located within, is not considered historically significant under CEQA.

Additionally, implementation of Phase 2A or 2B of the proposed Project would not affect the four historical properties, located within 0.5 miles of the site, that are listed on, or eligible for listing on, both the NRHP and CRHR.

As demonstrated, implementation of Phase 2A or 2B of the proposed Project would not destroy historic materials that characterize any historic resource either on the Project site or near the Project site. Therefore, Phase 2A or 2B of the proposed Project would not have any direct impact on an historical resource on the Project site or in the Project vicinity. Impacts would be less than significant.

Threshold 4.3-2: Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5?

The Project site is currently developed with an existing office building and surface parking, and new development would therefore take place aboveground on previously disturbed land, thereby minimizing the potential to disturb archaeological resources. The Project site is located in an area that is fully developed, and no known archaeological resources are present on the site. However, ground-disturbing activities on previously undisturbed land could affect the integrity of an as-yet-unknown archaeological site, thereby causing a substantial change in the significance of the resource.

While unlikely, the earthmoving activities at the proposed Project may result in the damage to prehistoric- and historic-period archaeological resources located in previously undisturbed earth materials on the site. In addition, infrastructure and other improvements requiring ground disturbance could result in damage to or destruction of archaeological resources buried below the ground surface. As such, impacts could be potentially significant, and **Mitigation Measure MM TCR-1** shall be incorporated into the Project.

Threshold 4.3-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or geologic features that presently exist within the Project Site. The presence or absence of paleontological resources cannot be determined until the site is excavated. Excavation, grading, and construction activities would be conducted in accordance with federal, State, and local guidelines. As such, if unique paleontological resources are discovered during excavation, grading, and construction activities, the City shall be notified immediately, and all work shall cease in the area of the find until it is evaluated in accordance with **Mitigation Measure MM TCR-1**.

Threshold 4.3-4: Disturb any human remains, including those interred outside of formal cemeteries?

A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. No known human burials have been identified on the Project Site. Furthermore, the Project would comply with State Health and Safety Code Sections 7050.5 and 7052, which require that if remains are unearthed, 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. With regulatory compliance, any potential impacts would be less than significant.

4.3.6 Cumulative Impacts

The analysis of cumulative impacts to cultural resources is based on whether impacts of the proposed Project and related projects, when taken as a whole, substantially diminish the cultural resources within the same or similar context or property type. Mitigation measures would be taken on a project-by-project basis and be specific to each site. Furthermore, all related projects would be required to comply with applicable regulations to reduce impacts related to cultural resources to less than significant levels. As discussed previously, with implementation of **Mitigation Measure MM TCR-1**, the proposed Project would not significantly impact any cultural resources. Thus, the proposed Project would not contribute to cumulative impacts to cultural resources and would result in a less than significant impact.

4.3.7 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 and commercial components could be built on the Project site and in any order. The evaluation of potential impacts to cultural resources is not dependent upon the location or sequence of construction on the Project site. Both the proposed residential building and the proposed non-residential (hotel or office) building would involve excavation for three levels of subterranean parking. As such, the potential impacts associated with buried cultural resources would not substantially differ regardless of the placement or timing of the phases on the Project site. The other development scenarios would also implement **Mitigation Measure MM TCR-1** to reduce impacts on unidentified buried cultural resources during construction. Therefore, impacts under the different development scenarios would be equivalent to those described above.

4.3.8 Mitigation Measures

The following mitigation measure, from **Section 4.9, Tribal Cultural Resources**, shall be incorporated into the Project to address potential impacts to as yet unidentified buried cultural resources:

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 Gabrieleno Band of Mission Indians and Fernandefio Tataviam Band of Mission Indians, and the treatment plan shall be developed and implemented in consultation with the tribal representatives.

4.3.9 Level of Significance after Mitigation

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

4.4 GEOLOGY AND SOILS

This section of the EIR evaluates the proposed Project’s potential to result in or expose people or property to adverse geologic conditions or hazards. It considers the existing soil conditions, along with the geologic hazards, such as faulting, seismic ground shaking, liquefaction, and erosion. Various federal, State, regional, and local programs and regulations related to anticipated geologic hazards are also discussed in this section. This section incorporates information from Burbank2035 and the Geotechnical Engineering Exploration, dated August 25, 2016, (“Geotechnical Study”), prepared by Byer Geotechnical, Inc. for the proposed Project. The Geotechnical Study is provided in **Appendix D**.

4.4.1 Existing Conditions

The Project site is located within the San Fernando Valley of Los Angeles County. The Project site is situated in the eastern portion of the San Fernando Valley that is bordered by the San Rafael Hills, the Verdugo Mountains, and the San Gabriel Mountains on the north and east; the Santa Susana Mountains and Simi Hills on the west and northwest; and the Santa Monica Mountains to the south. The Los Angeles River is located approximately 1 mile to the south of the Project site. The Project site is relatively flat, with elevations gently sloping from approximately 585 feet above mean sea level (amsl) along the northwest to approximately 570 feet amsl along the southeast.

Regional Geology

The Project site is located within the Transverse Ranges geomorphic province of California, which extends from offshore at San Miguel Island, and from Point Arguello on the California Coast, inland to the Pinto and Eagle Mountains where it merges with the Mojave and Colorado Deserts. This province consists of numerous east–west trending mountain ranges that are oriented contrary to the predominately north–south trend of the other geomorphic provinces in California, probably due to the same forces acting to cause a significant east–west bend in the San Andreas Fault within the province.

More specifically, the Project site is situated on gently south to southwest sloping ground formed on alluvial fans that extend along the southwest flanks of the Verdugo Mountains. The geologically active Verdugo Fault extends along the base of the Verdugo Mountains and forms the boundary between the basement bedrock of the mountains and the tops of the alluvial fans. Geologic mapping by the US Geological Survey (USGS) suggests that the alluvial fan deposits within the San Fernando Valley Groundwater Basin are up to approximately 600 to 700 feet in thickness above the basement rock. Above an average depth of approximately 30 feet, the alluvial fan deposits are of Holocene geologic age. Below that depth, the deposits are of Pleistocene age. Regionally, the alluvial fan deposits are composed primarily of silty sands and gravels with interbedded silt and clay.

Geologic Hazards

Fault Rupture and Seismicity

The California Geologic Survey (CGS) classifies active faults as those that have or are suspected to have ruptured within the Holocene epoch—that is, within the last 11,700 years. CGS classifies potentially active faults as those that have evidence of activity within the Quaternary period (last 1.6 million years) but with no indication of Holocene seismic events. Active faults are typically identified based on recorded seismic events or by radiocarbon dating recent (Holocene) sediments that have been offset during prior earthquakes.

The proposed Project site is located in an active seismic region, which is characteristic of the Southern California region. Ground shaking due to earthquakes should be anticipated during the life of proposed improvements on the Project site. Earthquakes are characterized by magnitude, which is a quantitative measure of the earthquake strength, based on strain energy released during a seismic event. The magnitude of an earthquake is constant for any given site and is independent of the site in question. The intensity is an indirect measurement of ground motion at a particular site and is affected by the earthquake magnitude, the distance between the site and the hypocenter (the location on the fault at depth where the energy is released), and the geologic conditions between the site and the hypocenter. Topography may also affect the intensity of an earthquake from one site to another. Topographic effects such as steep-sided ridges or slopes may result in a higher intensity than sites located in relatively flat-lying areas.

The Geotechnical Study identified 49 active, or potentially active, faults located within 60 miles of the Project site, of which the Verdugo, Hollywood, Sierra Madre, and Raymond Faults are capable of producing the most significant ground shaking on the site. Each of these faults is believed to be capable of producing sizeable earthquake events with significant ground motions.

The nearest fault to the Project site is the Verdugo Fault, located north–northeast of the site along the southwestern base of the Verdugo Mountains. At its closest point, the Verdugo Fault passes within approximately 1.5 miles north of the site. The Verdugo Fault is a reverse fault with a length of approximately 13 miles and an estimated slip rate of 1/64 inch per year. This fault is believed to be capable of generating a maximum credible earthquake of magnitude 6.7 and is considered to be active.

No active faults are known to transect, or project onto, the proposed Project site, and no indications of faulting or surface cracking were identified in conjunction with investigations of the site. The Project site is not located within a currently-designated Alquist-Priolo Earthquake Fault Zone. Based upon the available geologic data, potentially active faults with a potential for surface rupture are not known to be

present at the subject property. Accordingly, the potential for surface rupturing at the proposed Project site is considered to be low.

Liquefaction

Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in predominately cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation, and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, sand boils, and other damaging deformations. This phenomenon occurs only below the water table but, after liquefaction has developed, it can propagate upward into overlying, nonsaturated soils. The primary factors that influence the potential for liquefaction include the groundwater table elevation, the soil type and grain size characteristics, the relative density of the soil, the overburden or confining pressure, and the intensity and duration of ground shaking. Liquefaction occurs primarily in areas where the groundwater table is 50 feet or less below the existing ground surface. Soils commonly subject to liquefaction include loose to medium-dense sand and silty sand.

CGS data indicates that the historically high groundwater level at the Project site is reported to have occurred at a depth of approximately 35 feet below ground surface (bgs).¹ 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.² 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.³ 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.⁴ Furthermore, the Geotechnical Study identified that groundwater was not encountered on the Project site at depths as deep as 71 feet. Although the level of groundwater beneath the Project site is likely to exceed depths greater than 50 feet, Burbank2035 identifies that the Project site is located within an area susceptible to liquefaction.⁵

1 Byer Geotechnical, *Geotechnical Engineering Exploration—The Premier on First*, August 25, 2016.

2 Department of Conservation, *Seismic Hazard Zone Report for the Burbank 7.5-Minute Quadrangle, Los Angeles, County, California* (1998).

3 *Ibid*, pp. 10.

4 City of Burbank, *Burbank2035 Environmental Impact Report*, Section 4.8, Geology and Soils, February 2013.

5 City of Burbank, *Burbank2035*, Safety Element, February 2013, Exhibit S-4. Liquefaction Zones.

Slope Stability

No landslides are known to have occurred at the Project site, nor is the site believed to be in the path of any known off-site landslides. The Project site is not located within an area that is identified as having a potential for seismic slope instability.⁶

Subsurface Soils

Subsurface materials at the Project site consist of alluvial deposits from both the Verdugo Mountains and San Gabriel Mountains. The alluvium is composed predominately of alternating layers of sand, silty sand, and sandy silt that is dry to moist, and medium dense in the upper 5 to 10 feet, becoming medium dense to dense at greater depths. Due to the developed nature of the Project site, the Project site is also composed of various sources of fill, consisting of silty sand that is slight moist to moist, with varying amounts of fine gravel and trace amounts of glass debris.

Expansive Soils

Expansive soils are soils, such as clays, that are capable of absorbing water and thereby increasing their volumes. When unaccounted for, soil expansion can have adverse effects on structures. The California Building Code (CBC) includes structural design requirements for avoiding adverse effects of expansive soils. The Geotechnical Study identified, based on testing representative bulk samples of the on-site soils, that the Project site's underlying soils exhibit a very low expansion potential.

Groundwater

The Project site is situated within the southeastern portion of the San Fernando Groundwater Basin. The water-bearing sediments within the Basin consist predominately of Pleistocene and Holocene alluvium underlain by Pleistocene Saugus Formation sand, gravel, and conglomerate at greater depths. The central portion of the Basin extends to a maximum depth of approximately 1,200 feet, although there is little, if any, active groundwater production below a depth of approximately 800 feet. The Upper Zone of the Basin is comprised of alluvial deposits and extends to a depth of approximately 200 feet bgs at the Project site. Depth to groundwater within this Upper Zone typically occurs at approximately 80 feet.

Perched groundwater is locally present above the regional groundwater table. As previously noted, historical groundwater depths within most of the City are estimated to be more than 100 feet bgs, and groundwater was not encountered on the Project site at depths as deep as 71 feet.

6 City of Burbank, *Burbank2035*, Safety Element, February 2013, Exhibit S-5. Earthquake-Induced Landslide Zones.

4.4.2 Regulatory Framework

Federal, State, and local laws, regulations, and policies pertain to geology and soils in the Project area. They provide the regulatory framework for addressing aspects of geology and soils that would be affected by development of the proposed Project. Following is a summary of key applicable regulations related to potential seismic and geotechnical conditions.

Federal Regulations

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act. The NPDES program was established in 1972 to regulate the quality of effluent discharged from easily detected point sources of pollution such as wastewater treatment plants and industrial discharges. The 1987 amendments to the Clean Water Act recognized the need to address non-point-source stormwater runoff pollution and expanded the NPDES program to operators of municipal separate storm sewer systems (MS4s), construction projects, and industrial facilities.⁷

In November 1990, the US Environmental Protection Agency (USEPA) published final regulations that established requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that stormwater and non-stormwater runoff associated with construction activity that discharges either directly to surface waters or indirectly through MS4s must be regulated by an NPDES permit.

The USEPA has delegated management of California's NPDES program to the State Water Resources Control Board (SWRCB) and the nine regional board offices, which grant permits to regulate point source discharges of industrial and municipal wastewater into the waters of the United States.

The Project Site is located within the 145,000-acre San Fernando Valley Groundwater Basin, which is governed by the Los Angeles Regional Water Quality Control Board, also known as Region 4. The SWRCB administers the NPDES permit program regulating stormwater from construction activities for projects greater than 1 acre in size. This is known as the General Permit for Storm Water Discharges Associated with Construction Activities, Order No. 2009-0009-DWQ, as amended by Order No. 2012-0006-DWQ, NPDES No. CAS000002. The main compliance requirement of NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential on-site pollutants and identify and implement appropriate stormwater pollution

⁷ Clean Water Act, 33 Code of Federal Regulations, sec. 402(p) (2008).

prevention measures to reduce or eliminate discharge of pollutants to surface water from stormwater and non-stormwater discharges. Stormwater best management practices (BMPs) to be implemented during construction and grading, as well as post-construction BMPs, would be outlined in the SWPPP prepared for the proposed Project.

Earthquake Hazards Reduction Act

The U.S. Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to identify hazards associated with surface fault ruptures and to prevent the construction of buildings on active faults.⁸ The State Geologist is required to establish and map zones around the surface traces of active faults, which are then distributed to county and city agencies to be incorporated into their land use planning and construction policies. Proposed development needs to be proven through geologic investigation to not be located across active faults before a city or county can permit the implementation of projects. If an active fault is found, development for human occupancy is prohibited within a 50-foot setback from the identified fault. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act is a State legislation that requires delineated maps to be created by the California State Geologist to reflect where potential ground shaking, liquefaction, or earthquake-induced landslides may occur.⁹ The purpose of the Seismic Hazards Mapping Act is to protect the public from the effects of nonsurface fault rupture earthquake hazards, inducing strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. City, County and State agencies are required to use seismic hazard maps in the land use decision making. Projects within seismic hazard zones are required to have site-specific geotechnical investigations and incorporate appropriate

8 California Public Resources Code, sec. 2621.5.

9 California Public Resources Code, sec. 2690–2699.6

mitigation measures identified as a result. The State has published guidelines for evaluating and mitigating seismic hazards.¹⁰

2013 California Building Standards Code, California Code of Regulations

The 2013 CBC is administered by the California Building Standards Commission. The CBC governs all development within the State of California, as amended and adopted by each local jurisdiction. These regulations include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils. The CBC provides guidelines for building design to protect occupants from seismic hazards.

4.4.3 Methodology

Information used in this section was obtained by a review and data analysis of available published reports and geologic maps, including Burbank2035. The analysis of impacts associated with geology and soils is also based on the Geotechnical Study (provided in **Appendix D**). The Geotechnical Study was based on site testing and reconnaissance conducted on November 14, 2015, records review, and a summary of the findings of prior field exploration on the Project site (i.e., exploratory soil borings with laboratory testing to determine the characteristics of the subsurface conditions at the Project site).

The Geotechnical Study evaluates the underlying geologic and soil conditions to determine their potential for causing hazardous conditions and identifies foundation requirements needed to ensure that the buildings proposed under Phases 1, 2A, and 2B are structurally safe. Site borings ranging from 31.5 feet to 71.5 feet bgs were performed at 6 locations. The number of locations was selected to ensure coverage across the entire Project site and to capture representative conditions at all locations. The testing of the soil obtained from borings identifies such conditions as soil type, dampness, and strength. The Geotechnical Study provides sufficient detail to determine whether the site is suitable for the intended uses proposed by the Project and whether more-detailed studies are required to address specific geological issues. The report also identifies recommendations to be taken into account in the design of building foundations.

4.4.4 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the State has identified 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

10 California Division of Mines and Geology Special Publication 117, 1997; revised and readopted in 2008 by the California Geologic Survey.

Guidelines (Environmental Checklist Form) lists the thresholds, under which a project may be deemed to have a significant impact on geology and soils if it would:

Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

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

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

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.

4.4.5 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 Notice of Preparation (NOP) as potentially significant (see **Responses to NOP, Appendix A**)

Threshold: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

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

All Phases

The Project site has been identified by Burbank2035 as being located within an area susceptible to liquefaction.¹¹ Liquefaction occurs usually when loose, cohesionless, and water-saturated soils (generally

11 City of Burbank, *Burbank2035*, Safety Element, February 2013, Exhibit S-4. Liquefaction Zones.

fine-grained sand and silt) are subjected to strong seismic ground motion of a single sudden motion or through repeated cyclic durations. This tends to occur within the upper 50 feet of the ground surface.

As previously discussed, historical groundwater depths within most of the City are estimated to be more than 100 feet bgs. While groundwater was not encountered on the Project site at depths as deep as 71 feet, the Geotechnical Study finds that there are 1-foot-thick layers, between depths of 41 and 44 feet bgs, that may be susceptible to liquefaction.

Construction for the proposed three subterranean parking levels associated with Phases 1, 2A, and 2B of the proposed Project would result in the excavation of depths between 30 and 42 feet bgs relative to the surrounding grade. While the design and construction of the proposed Project would be in accordance with the CBC and City requirements, the proposed Project would have potential to expose people or structures to seismic hazards related to liquefaction.

Based on the Geotechnical Study provided, the Project is feasible from a geotechnical perspective if design considerations are incorporated. However, the potential hazard of liquefaction remains. As such, impacts are potentially significant, and the proposed Project shall incorporate **Mitigation Measure MM-GEO-1**, identified below.

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

All Phases

The soil composition of the Project site was determined to exhibit a very low expansive potential, based upon characterization of the site's underlying soils and testing of those soils. Due to the unlikely potential for expansion, no design recommendations regarding expansive soils beyond the minimum required by the CBC would be required. With adherence to the City's minimum standards and compliance with the City's Building Code provisions, potential impacts regarding expansive soils would be less than significant.

4.4.6 Cumulative Impacts

Geology and soil hazards are related to conditions and circumstances that are considered site-specific. Therefore, the geographic context for the analysis of potential cumulative geology and soils impacts consists of individual development sites. Although cumulative development in the City and region may include numerous projects with geologic and soil impacts, these impacts would affect each individual project, rather than resulting in an additive cumulative effect. Mitigation measures would be taken on a project-by-project basis and be specific to each site. None of the related projects are located on adjacent property or nearby, and all projects would have to be designed in accordance with State and City building

standards to reduce seismic-related risks to less than significant levels. Therefore, cumulative development would result in a less than significant cumulative impact related to geology and soil hazards.

4.4.7 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. The evaluation of potential geology and soil hazards is not dependent upon the location or sequence of construction on the Project site. The existing geologic and seismic characteristics of the Project site would not vary based on the placement of either component. Additionally, both the proposed residential building and the proposed nonresidential (hotel or office) building would disturb existing soils and would involve excavation for three levels of subterranean parking. As such, the potential impacts associated with geology and soils would not substantially differ regardless of the placement or timing of the phases. The other development scenarios would also implement **Mitigation Measure MM GEO-1** to reduce potential geology and soil impacts to less than significant, similar to the proposed Project. Therefore, impacts under the different development scenarios would be equivalent to those described above.

4.4.8 Mitigation Measures

MM GEO-1: Prior to the issuance of building permits, building code supplemental borings shall be conducted and analyzed to the following parameters:

- The Supplemental Borings shall be conducted and analyzed in accordance with the 2008 SP 117.
- Analysis shall be conducted by a certified civil engineer or registered engineering geologist
- Borings shall extend to a depth of 20 feet below the lowest planned depth of the structure.
- Borings shall consist of alternating California Ring and Standard Penetration Test (SPT) samples to provide density data for each layer.
- Boring samples shall be tested based on saturated densities and utilizing an SPT sample with a calculated Factor of Safety of 1.5 and a predominant earthquake magnitude based on 2 percent probability of exceedance in 50 years.
- Any resulting geotechnical design recommendation shall be incorporated into the construction drawings and specifications prior to approval of final Project plans and issuance of building permits.

4.4.9 Level of Significance after Mitigation

With implementation of existing regulations and standards identified above along with **Mitigation Measure MM GEO-1** potential impacts associated with geology and soils would be reduced to a level that is less than significant. Therefore, all potential impacts related to geology and soils would be less than significant.

4.5 GREENHOUSE GAS EMISSIONS

This section of the EIR evaluates the significance of the greenhouse gas emissions that would be generated by the proposed Project. A quantified estimate of these greenhouse gas (GHG) emissions is provided for both construction and operations of each phase of the proposed Project. The GHG emission calculations are provided in **(Appendix B)**.

The proposed Project's GHG emissions are considered within the context of the City of Burbank's planning for the reduction of GHG emissions. The sustainable design features of the Project as proposed that would reduce greenhouse gas emissions are compared to measures identified in the Burbank2035 Greenhouse Gas Reduction Plan to determine the consistency of the proposed Project with the City's plans to reduce GHG emissions.

4.5.1 Existing Conditions

Greenhouse Gases and Climate Change

Global Context

Greenhouse gases are global pollutants that have long atmospheric lifetimes (one year to several thousand years). GHGs persist in the atmosphere for a long enough time to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule depends on multiple variables and cannot be pinpointed, more carbon dioxide (CO₂) is currently emitted into the atmosphere than is sequestered. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through photosynthesis and dissolution, respectively. These are two of the most common processes of CO₂ sequestration. Of the total annual human-caused CO₂ emissions, approximately 54 percent is sequestered through ocean uptake, northern hemisphere forest re-growth, and other terrestrial sinks within a year, whereas the remaining 46 percent of human-caused CO₂ emissions is stored in the atmosphere.

Similarly, effects of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and Toxic Air Contaminants (TACs). The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; but that quantity is enormous, and no single project would be expected to measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or microclimate.

GHGs with lower emissions rates than CO₂ may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO₂. The concept of CO₂ equivalency (CO₂e) is used to account for the different potentials of GHGs to absorb infrared radiation. This potential, known

as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

However, emissions of methane (CH₄) and nitrous oxide (N₂O) are generally much lower than those of CO₂, and are associated with anaerobic microbial activity resulting from agricultural practices, flooded soils, and landfills. CH₄ and N₂O have approximately 23 and 296 times the GWP of CO₂, respectively.

Greenhouse Effect

GHGs play a critical role in determining the earth's surface temperature as these gases absorb solar radiation. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. The radiation absorbed by the earth is re-radiated as lower frequency infrared radiation, which is then selectively absorbed by GHGs in the earth's atmosphere. As a result, the greater the amount of GHGs in the atmosphere, the greater amount of infrared radiation is trapped, resulting in a warming of the atmosphere. This phenomenon is commonly referred to as the "greenhouse effect." Scientists have speculated that increased greenhouse gas warming from human activity could lead to a less habitable climate. Human-caused emissions of these GHGs leading to atmospheric levels in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect, and have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global air circulation patterns and climate. CO₂ emissions associated with fossil fuel combustion are the primary contributors to human-induced emissions.

Climate Change Effects for California

Climate change could affect environmental conditions in California in a variety of ways. One effect of climate change is sea level rise. Sea levels along the California coast rose approximately seven inches during the last century, and are predicted to rise an additional 7–22 inches by 2100, depending on the future levels of GHG emissions. Effects of sea level rise could include increased coastal flooding, saltwater intrusion (especially a concern in the low-lying Sacramento–San Joaquin Delta, where pumps delivering potable water to Southern California could be threatened), and disruption of wetlands.

As the existing climate throughout California changes over time, the ranges of various plant and wildlife species could shift or be reduced, depending on the favored temperature and moisture regimes of each species. In the worst cases, some species would become extinct or be extirpated from the State if suitable conditions are no longer available. Additional concerns associated with climate change are a reduction in the snowpack, leading to less overall water storage in the mountains (the largest "reservoir" in the State), and increased risk of wildfire caused by changes in rainfall patterns and plant communities.

Sources of Greenhouse Gas Emissions

Land use decisions and future development projects pursuant to implementation of a general plan can affect the generation of GHG emissions from multiple sectors, resulting in direct or indirect GHG emissions. For example, electricity consumed in structures would indirectly cause GHGs to be emitted at a power plant. Residents, employees, shoppers, and visitors drive vehicles that generate GHG emissions, which are part of the transportation sector.

California is the second largest contributor of GHGs in the US and the 16th largest in the world.¹ Emissions of CO₂ are byproducts of fossil-fuel combustion and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, accounting for approximately 36 percent of total emissions followed by electricity generation at 24 percent (from both in-State and imported electricity).

Existing Greenhouse Gas Emissions

State of California Emissions

GHG emissions are presented in units of metric tons of carbon dioxide equivalent (MTCO₂e), which allows emissions of other GHGs, such as CH₄, N₂O, and high-Global Warming Potential (GWP) GHGs, to be normalized to a single unit of measure. In 2013, California produced 459.28 million metric tons of carbon dioxide equivalent (MMTCO₂e)² including imported electricity and excluding combustion of international fuels and carbon sinks or storage. The major source of GHGs in California is transportation, contributing to 36.8 percent of the State's total GHG emissions. Industrial generation (both in and out of State) is the second largest source, contributing to 20.2 percent of the State's GHG emissions. The Statewide inventory of GHGs by sector for the most recent 10-year period available is shown in **Table 4.5-1, California GHG Inventory 2005–2014**.

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- 1 California Energy Commission, 2006. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, Staff Final Report, CEC-600-2006-013-SF (December).
 - 2 California Air Resources Board. 2013. California Greenhouse Gas Inventory for 2000-2013-by Category as Defined in the Scoping Plan. https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2013/ghg_inventory_scopingplan_2000-13_20150831.pdf, (Updated April 24, 2015). Accessed May 2016.

Table 4.5-1
California GHG Inventory 2005-2014

Main Sector	Emissions MMTCO2E									
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Transportation ^a	184.21	184.13	184.17	172.99	166.16	162.78	159.47	159.47	157.99	159.53
Industrial ^b	95.51	92.94	89.71	90.18	87.70	90.99	90.49	90.63	93.10	93.32
Electric Power	107.85	104.53	113.93	120.14	101.37	90.34	88.06	95.09	59.65	88.24
Commercial and Residential	42.25	42.94	43.15	43.52	43.63	45.05	45.51	42.75	43.40	38.34
Agriculture	34.45	35.61	36.20	36.37	34.06	34.92	35.85	36.78	35.36	36.11
High GWP ^{c,d}	7.70	8.31	8.95	9.90	10.92	12.39	13.65	14.89	16.05	17.15
Recycling and Waste ^c	7.94	8.03	8.12	8.30	8.47	8.58	8.69	8.72	8.76	8.65
Total Net Emissions	479.81	476.50	484.23	481.41	452.32	445.05	441.71	448.33	444.31	441.54

Source: California Air Resources Board (CARB), 2015

Notes:

Excludes military sector. MMTCO2E = million metric tons carbon dioxide equivalents.

^a Includes equipment used in construction, mining, oil drilling, industrial and airport ground operations.

^b Reflects emissions from combustion of natural gas, diesel, and lease fuel plus fugitive emissions.

^c These categories are listed in the Industrial sector of CARB's GHG Emission Inventory sectors.

^d This category is listed in the Electric Power sector of CARB's GHG Emission Inventory sectors.

City of Burbank Emissions

Section 4.2, Air Quality, describes the natural factors (i.e., topography, climate, and meteorology) and scientific background for climate change and GHG emissions, and current GHG emissions and sources in the Project area. Of the pollutants described, Carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are the three main GHG pollutants with respect to land use development projects. These three GHG pollutants are the focus of the GHG impact analysis.

The City of Burbank's 2010 baseline GHG emissions inventory are summarized in **Table 4.5-2, Burbank 2010 Greenhouse Gas Emissions**. The City's GHG emissions inventory is divided into the following sectors: residential, commercial, and industrial energy use (electricity and natural gas consumption), transportation (on-road sources and aviation), waste (solid waste and wastewater treatment), and water use (pumping-related emissions from water demand). The emissions factors and activity/consumption rates used in the City's inventory were selected to be as specific to the Burbank area as possible, and are representative of GHG emissions sources and intensities from activities occurring within the community.

**Table 4.5-2
Burbank 2010 Greenhouse Gas Emissions**

Community Sector	2010 Inventory Emissions	
	MTCO ₂ e	Percent
Electricity Use		
Residential	137,581	7%
Commercial	160,612	8%
Industrial/Other ¹	266,526	13%
Subtotal Electricity Use	564,719	28%
Natural Gas Use		
Residential	88,690	4%
Nonresidential	74,147	4%
Other ^{a,b}	1,308	<1%
Subtotal Natural Gas Use	164,145	~8%
Mobile Emissions		
Airport (landings and takeoffs only)	309,668	16%
Mobile Transportation Sources	896,421	45%
Subtotal Natural Gas Use	1,206,089	61%
Other Emissions		
Solid Waste	24,021	1%
Wastewater	13,307	1%
Water	19,880	1%
Subtotal	57,208	3%
Total	1,992,162	100%
Population: 2010 ^c	103,340	
Employment: 2010 ^c	94,932	
Per capita (MTCO ₂ e/population)	19.3	
Per service population (MTCO ₂ e/SP)	10.0	

Source: Data compiled by City of Burbank Greenhouse Gas Reduction Plan, Table 3-1, 2010 Total Baseline Emission Inventory.

Notes: MTCO₂e = metric tons of carbon dioxide equivalency; LTO= landing and takeoff;

SP = service population (population + employment).

^aElectricity and natural gas usage labeled as "other" is municipal usage plus miscellaneous usage as reported by Burbank Water and Power.

^bTo avoid double counting, natural gas consumption by Burbank Water and Power for electricity production is excluded in the natural gas GHG emissions reporting because it is covered by electricity consumption ("electricity" category).

^cRefer to Table A-3 within Appendix A of the City of Burbank Greenhouse Gas Reduction Plan.

As shown on **Table 4.5-2**, total GHG emissions for the City were estimated at approximately 1.99 million MMTCO₂e in 2010. On-road transportation emissions, the largest source, composed 45 percent of the emissions followed by 28 percent from electricity use across all subsectors and 16 percent from aviation (landing, and takeoff) emissions from Bob Hope Airport.

Project Site Emissions

GHG emissions from the operation of the existing uses are estimated in **Table 4.5-3, Existing Operational GHG Emissions**. As noted previously, the most current SCAQMD air quality model software, CalEEMod, was used to estimate existing GHG generation. As shown, current GHG emissions at the Project site are approximately 789.18 MTCO₂e per year.

**Table 4.5-3
Existing Operational GHG Emissions**

Emission Source	MTCO₂e/Year
Area sources	— ^a
Energy utilization	287.97
Mobile source	402.57
Solid waste generation	18.71
Water consumption	79.93
Total	789.18

Notes:

^a Results are negligible.

N₂O emissions account for 0.02 MTCO₂e. Existing emissions do not include construction.

Refer to **Appendix B.1 (Annual) Section 2.2 Overall Operational**.

4.5.2 Regulatory Framework

This section includes a summary of climate change-related legislation applicable to California and the City of Burbank. This framework identifies portions of GHG emissions sectors that would be regulated by legislation, and portions that would be under the purview of local government entities, such as the City. This section also provides the basis for Statewide GHG reduction targets identified in AB 32.

Federal

The US Environmental Protection Agency (USEPA) is the federal agency responsible for implementing the federal Clean Air Act (CAA). The Supreme Court of the United States ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs.

State Laws and Plans

Several Statewide initiatives relevant to land use planning are discussed below; however, this does not represent a complete list of climate change-related legislation in California. Other relevant legislation not specifically described in this section addresses renewable energy generation, energy efficiency, emissions from motor vehicles, and carbon intensity of fuels, among other issues.

Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established the following total greenhouse gas emission targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what scientists believe is necessary to reach levels that would stabilize the climate. The 2020 goal was established to be an aggressive, but achievable, mid-term target. To meet these targets, the Governor directed the Secretary of the California EPA to lead a Climate Action Team made up of representatives from the Business, Transportation, and Housing Agency; the Department of Food and Agriculture; the Resources Agency; the California Air Resources Board (CARB); the Energy Commission; and the Public Utilities Commission. The Climate Action Team's Report to the Governor contains recommendations and strategies to help ensure that the targets in Executive Order S-3-05 are met.³

Assembly Bill 32, California Global Warming Solutions Act of 2006

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (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. Beginning in 2012, reduction is accomplished through an enforceable Statewide cap on GHG emissions. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Climate Change Scoping Plan

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies the State implements to achieve reduction by 2050 of approximately 169 MMTCO₂e, or approximately 30 percent from the State's projected 2020 emission level of 596 MMTCO₂e under a business-as-usual

3 State of California, Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the California Legislature, <http://www.energy.ca.gov/2010publications/CAT-1000-2010-005/CAT-1000-2010-005.PDF>, (December 2010), accessed October 2016.

scenario (representing a reduction of 42 MMTCO₂e, or almost 10 percent, from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State’s GHG inventory, to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMTCO₂e),
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (estimated reduction of 26.3 MMTCO₂e),
- A renewable portfolio standard for electricity production (estimated reduction of 21.3 MMTCO₂e), and
- The Low-Carbon Fuel Standard (estimated reduction of 15.0 MMTCO₂e).

CARB updated the Scoping Plan in May 2014 (“Updated 2014 Scoping Plan”).⁴ The Updated 2014 Scoping Plan adjusted the 1990 GHG emissions levels to 431 MMTCO₂e and the updated 2020 GHG emissions forecast is 509 MMTCO₂e, which took credit for certain GHG emission reduction measures already in place (e.g., the RPS). CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32.⁵

CARB further acknowledges that decisions on how land is used would affect the GHG emissions resulting from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors.

CARB provides for land use planning and urban growth decisions to play an important role in the State’s GHG reductions because local governments have “primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth and the changing needs of their jurisdictions.” Because of the large impact that local governments have on growth and operational activities, the Scoping Plan states “local governments are essential partners in achieving California’s goals to reduce greenhouse gas emissions.” For these reasons and to standardize GHG inventories and reports, CARB is also working with non-governmental organization partners to develop an additional protocol for communitywide emissions to supplement the Local Governments Operations Protocol.

With regard to land use planning, the Scoping Plan anticipates that a reduction of approximately 5.0 MMTCO₂e would be achieved in association with the implementation of SB 375.

4 CARB, *First Update to the Climate Change Scoping Plan: Building on the Framework Pursuant to AB 32* (May 2014).

5 CARB, *The 2017 Climate Change Scoping Plan Update*, January 20, 2017.

Senate Bill 97 and State CEQA Guidelines Section 15183.5

SB 97, signed in August 2007, acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA). Accordingly, the California Natural Resources Agency adopted GHG reduction guidelines, which became effective March 18, 2010.

State CEQA Guidelines Section 15183.5, as amended pursuant to SB 97, allows jurisdictions to analyze and mitigate the significant effects of GHGs at a programmatic level by adopting a plan for the reduction of GHG emissions known as a Greenhouse Gas Reduction Plan (GGRP). Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. To meet the standards of a plan for the reduction of GHG emissions, a plan should achieve the following criteria established in State CEQA Guidelines Section 15183.5[b][1]:

1. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
2. Establish a level, based on substantial evidence, below which the contribution to GHG from activities covered by the plan would not be cumulatively considerable;
3. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
4. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis would collectively achieve the specified emissions level;
5. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
6. Be adopted in a public process following environmental review.

Sustainable Communities and Climate Protection Act

This Act, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. This Act requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which prescribe land use allocation in that MPO's regional transportation plan (RTP). CARB, in consultation with MPOs, provided regional reduction targets for GHGs for the years 2020 and 2035.

Regional and Local Plans and Standards

Southern California Association of Government Sustainable Communities Strategy

The City of Burbank is a member agency of the Southern California Association of Governments (SCAG). To fulfill its commitments as an MPO under the Sustainable Communities and Climate Protection Act, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to reduce GHG emissions by 2040 and remain consistent with regional targets set by the CARB.

The RTP/SCS focuses the majority of new regional housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for TOD. Many of the City's transportation corridors are RTP/SCS high quality transit areas.

South Coast Air Quality Management District CEQA Guidelines

SCAQMD is currently in the process of updating its Air Quality CEQA Guidelines, and has developed an Air Quality Guidance document for addressing air quality issues in general plans.

In April 2008, SCAQMD convened a "GHG CEQA Significance Threshold Working Group" (Working Group) to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents.⁶

In December 2008, SCAQMD staff presented the SCAQMD Governing Board with a significance threshold for commercial/residential projects that uses a tiered approach to determine a project's significance, with 3,000 metric tons per year of carbon dioxide equivalent (MTCO_{2e}) as a screening numerical threshold. However, the SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.⁷ The aforementioned Working Group was inactive from 2011 through 2016.

Burbank2035 General Plan

Burbank2035 includes numerous goals, policies, and programs that would impact future air emissions generated by land uses within the City. These include Mobility Programs M-6 (Transit System), M-7 (Bicycle Master Plan and Pedestrian Master Plan), and M-10 (Transportation Demand Management). Burbank2035 also includes an Air Quality and Climate Change Element, which is an optional element (i.e.,

6 For more information see: <http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html>.

7 California Air Resources Board, *Greenhouse Gases CEQA Significance Thresholds*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

not required by State law), pursuant to California Government Code Section 65303. This Element is specifically designed to reduce the City's air pollutant and GHG emissions and comply with Statewide GHG emission reduction goals. The Air Quality and Climate Change Element of Burbank2035, contains the following Policies to that reduce potential air quality impacts:

- Policy 1.1:** Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.
- Policy 1.2:** Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.
- Policy 1.5:** Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.
- Policy 1.6:** Require measures to control air pollutant emissions at construction sites and during soil disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.
- Policy 1.7:** Require reduced idling, trip reduction, and efficiency routing of transportation for City departments, where appropriate.
- Policy 1.9:** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.
- Policy 1.10:** Give preference to qualified contractors using reduced-emission equipment for City construction projects and contracts for services, as well as businesses that practice sustainable operations.
- Policy 2.2:** Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.
- Policy 2.3:** Require businesses that cause air pollution to provide pollution control measures.

Policy 2.5: Require the use of recommendations from the California Air Resources Board’s Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses.

Policy 3.1: Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce communitywide greenhouse gas emissions within Burbank by at least 15 percent from current levels by 2020.

Greenhouse Gas Reduction Plan (GGRP)

To meet the intent of AB 32 and Executive Order S-03-05, the City of Burbank has adopted a GGRP to implement Burbank2035 policies on greenhouse gas emissions.⁸ The GGRP provides an inventory of current GHG emissions in Burbank, emission reduction measures, and Actions that implement the goals, policies, and implementation actions of the Air Quality and Climate Change Element of Burbank2035. The City’s GGRP was adopted along with Burbank2035 address GHG emissions at a programmatic level. This approach is consistent with State CEQA Guidelines Section 15183.4, to determine the significance of residential and commercial projects. The process for establishing this programmatic approach included:

- Completing a baseline emissions inventory and projected future emissions;
- Identifying a communitywide reduction target;
- Preparing a plan to identify strategies and measures to meet the reduction target;
- Identifying targets and reduction strategies in the General Plan and evaluating the environmental impacts of the emissions reduction plan in the General Plan EIR;
- Monitoring effectiveness of reduction measures and adapting the plan to changing conditions; and
- Adopting the emissions reduction plan in a public process following environmental review.

The GGRP discusses that environmental review documents on individual development projects may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. Environmental review documents prepared for projects consistent with Burbank2035 and the GGRP may rely on the programmatic analysis of GHGs contained in the EIR certified for Burbank2035 and the GGRP by identifying specific GGRP measures applicable to the proposed Project, and how the proposed Project incorporates the measures. If the measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures applicable to the proposed Project.

⁸ City of Burbank, *Burbank2035, Greenhouse Gas Reduction Plan*, adopted February 19, 2013.

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 Green Building Code is set forth in Burbank's Municipal Code (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.

4.5.3 Methodology

A quantified estimate of GHG emissions was prepared using the CARB-approved CalEEMod 2016.3.1 computer program as recommended by the SCAQMD. Project-generated emission were modeled based on general information provided in the Project description and SCAQMD-recommended and default CalEEMod model settings to estimate reasonable worst-case conditions. GHG emissions were modeled using the CalEEMod computer program and emission factors from California Climate Action Registry (CCAR), as recommended by SCAQMD, which estimates construction and operations emissions of carbon dioxide, among other air pollutants.

Construction of Phase 1 of the proposed Project is not expected to begin until mid-2018 and would conclude in late 2019. In addition, construction of Phase 2A/2B is not expected to begin until early 2020 and would conclude early 2022. Project-specific information was included in the CalEEMod model where available. Default data contained in CalEEMod was used to supplement this Project specific information where necessary.

The following assumptions for the proposed Project were made in the CalEEMod computer program for Phases 1, 2A, and 2B of the proposed Project. It should be noted that further refinements to the proposed Project have been made since the CalEEMod model was originally conducted to estimate construction and operational emissions. While the assumptions have since changed, the estimated emissions provided herein would provide a more conservative analysis because the intensity of uses has since been reduced. Please refer to Section 2.0, Project Description, for the most current characteristics of the proposed Project.

Phase 1

- Construction of 154 dwelling unit high rise condominium
- Construction of 10,600 square foot retail
- Construction of 474 space subterranean parking garage
- Export of 50,000 cubic yards of soil

Construction

Construction would occur over five phases for approximately 2 years: (1) site preparation, which would last approximately 20 days; (2) grading, which would last approximately 85 days; (3) building construction, which would last approximately 424 days; (4) paving, which would last approximately 21 days; and (5) architectural coating, which would last approximately 102 days.

Each phase of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of approximately 8 worker trips per day during site preparation; 10 worker trips per day and 3,550 total hauling trips during grading (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones would be located along East Verdugo Avenue.

Phase 2A

- Construction of 230-room hotel
- Construction of 1,200-square-foot retail
- Construction of 4,700-square-foot retail
- Construction of 335-space parking garage
- Export of 50,000 cubic yards of soil
- Demolition of existing 40,000 square-foot office building

Construction

Construction would occur over six phases for approximately 2 years: (1) demolition, which would last approximately 20 days; (2) site preparation, which would last approximately 5 days; (3) grading, which would last approximately 85 days; (4) building construction, which would last approximately 424 days; (5) paving, which would last approximately 26 days; and (6) architectural coating, which would last approximately 105 days.

Each phase of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of 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 (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones would be located along East Verdugo Avenue.

Phase 2B

- Construction of 158,000-square-foot office building
- Construction of 14,000-square-foot retail
- Construction of 529 -space parking garage
- Export of 50,000 cubic yards of soil
- Demolition of existing 40,000-square-foot office building

Construction

Construction would occur over six phases for approximately 2 years: (1) demolition, which would last approximately 20 days; (2) site preparation, which would last approximately 5 days; (3) grading, which would last approximately 85 days; (4) building construction, which would last approximately 424 days; (5) paving, which would last approximately 26 days; and (6) architectural coating, which would last approximately 105 days.

Each phase of construction would result in varying levels of intensity and number of construction personnel. The construction workforce would consist of 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 (50,000 cubic yards of export); 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. Also included in construction activities are mobile source emissions from construction traffic. Construction traffic is generated by the hauling of exported soil, the hauling of demolition debris off site, vendor deliveries of construction materials, and construction worker daily trips to the Project site. Concrete pumping, staging of equipment and loading zones would be located along East Verdugo Avenue.

Project Design Features

The following Project Design Features (PDF) would reduce the potential GHG emissions impacts of the proposed Project. These PDFs were considered in the analysis of the potential impacts for each phase of the proposed Project.

- Buildings will be sited and designed to maximize the use of sunlight and shade for energy savings, specifically on the west/south faces of the apartment/office towers.
- The pursuit of already established best management practice, such as Leadership in Energy and Environmental Design (LEED) certification, will be utilized throughout the Project site.
- Employment of photovoltaic (PV) technology, shall be used within the Project site. Quantities would be limited by available roof area.

4.5.4 Thresholds of Significance

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 relating to GHG emissions if it would:

Threshold: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Furthermore, Section 15064.4 of the State CEQA Guidelines provides the following guidance for lead agencies to estimate the amount of greenhouse gases and the factors for determining the significance of impacts:

- The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
 - Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence; and/or
 - Rely on a qualitative analysis or performance based standards.
- A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
 - The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

As described above, the City of Burbank has adopted a GGRP to reduce greenhouse gas emissions in the City to meet the CARB reduction targets. Pursuant to State CEQA Guidelines Section 15183.5, as discussed in the regulatory setting section above, which addresses Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, Section 15064.5 and is consistent with the latest guidance provided by the SCAQMD, the consistency of the proposed Project with the City's GGRP is used to determine the significance of the Project GHG emissions.

4.5.5 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, **Appendix A**).

Threshold Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed Project would generate GHG emissions during the demolition, construction, and operation phases of the Project. Construction emissions would occur as a result of combustible engines burning fossil fuels. Operational emissions would be generated by both building area operations and mobile sources because of normal day-to-day activities. The building operations would result in GHG emissions from the use of natural gas, electricity, solid waste, and water consumption. Mobile emissions would be generated by the motor vehicles traveling to and from the Project site. Trip generation rates provided in the traffic report for the proposed Project were used to estimate the mobile source emissions. Each of these types of GHG emissions sources are described.

Construction Emissions

Phase 1

Phase 1 would include site preparation and grading including installation of site infrastructure and utilities, building construction, interior buildout, and installation of site lighting and landscaping. As presented in **Table 4.5-4, Construction GHG Emissions: Phase 1 (Residential)**, construction activities associated with the proposed Project would generate 1,429.75 MTCO₂e GHG emissions.

**Table 4.5-4
Construction GHG Emissions: Phase 1 (Residential)**

Maximal Construction Emissions	CO ₂ e (annual metric tons)
2018	
Baseline	784.07
Regulatory Compliance	645.69
2019	
Baseline	784.06
Regulatory Compliance	645.69
Construction Total	1,429.75
30-Year Amortization Rate	47.66

*Note: Emission calculations are provided in Appendix B.4 (Annual).
CO₂e = carbon dioxide equivalent.*

Phase 2A

Phase 2A would include demolition and removal of existing surfaces. Demolition would involve the use of standard construction equipment such as bulldozers, loaders, backhoes, cranes, and haul trucks. In addition, Phase 2A would include site preparation and grading including installation of site infrastructure and utilities, building construction, interior buildout, and installation of site lighting and landscaping. As presented in **Table 4.5-5, Construction GHG Emissions: Phase 2A (Hotel)**, construction activities associated with the proposed Project would generate 1,520.30 MTCO₂e GHG emissions.

**Table 4.5-5
Construction GHG Emissions: Phase 2A (Hotel)**

Maximal Construction Emissions	CO ₂ e (annual metric tons)
2020	
Baseline	854.06
Regulatory Compliance	854.06
2021	
Baseline	665.32
Regulatory Compliance	665.32
2022	
Baseline	0.92
Regulatory Compliance	0.92
Construction Total	1,520.30
30-Year Amortization Rate	50.68

*Note: Emission calculations are provided in Appendix B.7 (Annual).
CO₂e = carbon dioxide equivalent.*

Phase 2B

Phase 2B would include demolition and removal of existing surfaces. Demolition would involve the use of standard construction equipment such as bulldozers, loaders, backhoes, cranes, and haul trucks. In addition, Phase 2B would include site preparation and grading including installation of site infrastructure and utilities, building construction, interior buildout, and installation of site lighting and landscaping. As presented in **Table 4.5-6, Construction GHG Emissions: Phase 2B (Office)**, construction activities associated with the proposed Project would generate 1,583.88 MTCO₂e GHG emissions.

**Table 4.5-6
Construction GHG Emissions: Phase 2B (Office)**

Maximal Construction Emissions	CO₂e (annual metric tons)
2020	
Baseline	880.23
Regulatory Compliance	880.23
2021	
Baseline	702.73
Regulatory Compliance	702.73
2022	
Baseline	0.92
Regulatory Compliance	0.92
Construction Total	1,583.88
30-Year Amortization Rate	52.80

*Note: Emission calculations are provided in Appendix B.10 (Annual).
CO₂e = carbon dioxide equivalent.*

These emissions are temporary during construction and the construction would not conflict with CARB's greenhouse gas emissions reduction targets under AB 32, as described above in the Regulatory Framework section. Construction contractors would be required to comply with the City of Burbank Construction and Demolition Ordinance best practices on building, recycling, and reuse and demolition techniques to minimize waste, dust generation, water and energy use, and other impacts of construction and demolition work. These emissions are a less than significant impact when considered separately.

The current accepted method for accounting for the construction GHG emissions within the SCAQMD service area is to annualize these emissions over a project's operational lifetime, which is generally defined as 30 years for analysis purposes.

The proposed Project's annualized construction GHG emissions are added to the annual operational GHG emissions presented.

Operational Emissions

As discussed above, Phase 1 of the proposed Project would become operational in 2020 and Phase 2A/2B of the Project would become operational in 2022. GHG emissions generated during operation would include area, mobile, and utility demand sources to support normal day-to-day activities of the Project. The annual net GHG emissions associated with the operation of the proposed Project are provided in the series of tables below.

Sources of Emissions

On-site Use of Natural Gas and Other Fuels

Area source emissions are generated by the consumption of natural gas for space and water heating devices. Natural gas would be used by the proposed Project for primarily heating of the building and cooking in the kitchen area, resulting in a direct release of GHGs. Estimated emissions from the combustion of natural gas and other fuels from the implementation of the proposed Project are based on the square footage and as estimated by the CalEEMod software, the type and extent of energy-efficiency measures incorporated into structural designs, and the type and size of equipment installed.

Electricity Use

Electricity is generated by a combination of methods, which include combustion of fossil fuels. The Project's demand for electricity would contribute to the indirect GHG emissions associated with electricity production. Indirect emissions from the use of electricity at the Project site are based on the emission factor for CO₂ due to electrical demand from Burbank Water and Power (BWP), the electrical utility serving the proposed Project and square footage of the Project buildings, and default data found in CalEEMod for the proposed uses. The CalEEMod emissions modeling incorporates the Project's sustainability features designed to reduce electricity use and operational GHG emissions.

Mobile Sources (Vehicular Trips)

Vehicle trips generated by growth within the Project area would result in GHG emissions through combustion of fossil fuels. Carbon dioxide emissions were determined based on the annual vehicle miles traveled (VMT) provided in the traffic analysis with trip rates. The proposed Project would implement transportation reduction strategies which would, in practice, reduce the total number of trips.

Solid Waste

Disposal of organic waste in landfills can lead to the generation of methane, a potent greenhouse gas. By generating solid wastes, the proposed Project may contribute to the emission of fugitive methane from landfills, as well as CO₂, CH₄, and N₂O from the operation of trash collection vehicles.

Water Consumption and Wastewater Generation

California's water conveyance system is energy-intensive, with electricity used to pump and treat water. The proposed Project would result in indirect GHG emissions due to water consumption and wastewater generation. Water consumption and wastewater generation, and their associated emissions, are calculated based on the square feet of the retail and warehouse areas using CalEEMod data. The

CalEEMod emissions modeling incorporates the Project's sustainability features designed to reduce water consumption and related operational GHG emissions.

Emission Estimates

Phase 1

The annual net GHG emissions associated with the operation of the proposed Project are provided in **Table 4.5-7, Maximum Operational GHG Emissions: Phase 1 (Residential)**. As shown in **Table 4.5-7**, the net increase in GHG emissions generated by the proposed Project and the emissions generated by the existing uses would be 2,785.48 MTCO₂e per year.

**Table 4.5-7
Maximum Operational GHG Emissions: Phase 1 (Residential)**

GHG Emissions Source	Emissions (MTCO ₂ e/year)	
	Baseline	Regulatory Compliance
Construction (amortized)	47.66	47.66
Operational (mobile) sources ^a	1,034.61	788.05
Area sources	2.67	2.67
Energy	1,170.60	1,042.22
Waste	41.22	12.37
Water	122.61	103.33
<i>Annual Total</i>	<i>2,419.37</i>	<i>1,996.30</i>
<i>Existing^b</i>	<i>789.18</i>	<i>789.18</i>
Net Total	3,208.55	2,785.48

Source: CalEEMod.

^a N₂O emissions account for 0.03 MTCO₂e/year.

^b Refer to **Table 4.5-3, Existing Operational GHG Emissions**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The emissions of the Project represent the combination between the existing greenhouse generated uses and the proposed Project.

MTCO₂e = metric tons of carbon dioxide emissions.

Refer to **Appendix B.1 (Annual Existing)** and **B.4 (Annual Phase 1) Section 2.2 Overall Operational**.

Phase 2A

The annual net GHG emissions associated with the operation of the proposed Project are provided in **Table 4.5-8, Maximum Operational GHG Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)**. As shown in **Table 4.5-8**, the net increase in GHG emissions generated by the proposed Project and the emissions generated by the existing uses would be 3,845.04 MTCO₂e per year.

**Table 4.5-8
Maximum Operational GHG Emissions: Phase 2A (Hotel) plus Phase 1 (Residential)**

GHG Emissions Source	Emissions (MTCO ₂ e/year)	
	Baseline	Regulatory Compliance
Construction (amortized)	50.68	50.68
Operational (mobile) sources ^a	1,533.49	1,173.18
Area sources	0.02	0.02
Energy	1,503.88	1,336.13
Waste	92.09	27.63
Water	62.09	50.28
<i>Annual Total</i>	<i>3,242.25</i>	<i>2,637.92</i>
<i>Phase 1 Total^b</i>	<i>2,419.37</i>	<i>1,996.30</i>
<i>Existing^c</i>	<i>(789.18)</i>	<i>(789.18)</i>
Net Total	4,872.44	3,845.04

Source: CalEEMod.

^a N₂O emissions account for 0.05 MTCO₂e/year.

^b Refer to **Table 4.5-7, Maximum Operational Emissions: Phase 1 (Residential)**.

^c Refer to **Table 4.5-3, Existing Operational GHG Emissions**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The emissions of the Project represent the net difference between the existing greenhouse generated uses that would be removed and the Project greenhouse gas emissions.

MTCO₂e = metric tons of carbon dioxide emissions.

Refer to **Appendix B.1 (Annual Existing)** and **B.7 (Annual Phase 2A) Section 2.2 Overall Operational**.

Phase 2B

The annual net GHG emissions associated with the operation of the proposed Project are provided in **Table 4.5-9, Maximum Operational GHG Emissions: Phase 2B (Office) plus Phase 1 (Residential)**. As shown in **Table 4.5-9**, the net increase in GHG emissions generated by the proposed Project and the emissions generated by the existing uses would be 4,369.36 MTCO₂e per year.

**Table 4.5-9
Maximum Operational GHG Emissions: Phase 2B (Office) plus Phase 1 (Residential)**

GHG Emissions Source	Emissions (MTCO ₂ e/year)	
	Baseline	Regulatory Compliance
Construction (amortized)	52.80	52.80
Operational (mobile) sources ^a	1,443.41	1,099.94
Area sources	0.02	0.02
Energy	1,946.13	1,709.44
Waste	81.29	24.39
Water	327.39	275.65
<i>Annual Total</i>	<i>3,851.04</i>	<i>3,162.24</i>
<i>Phase 1 Total^b</i>	<i>2,419.37</i>	<i>1,996.30</i>
<i>Existing^c</i>	<i>(789.18)</i>	<i>(789.18)</i>
Net Total	5,481.23	4,369.36

Source: CalEEMod.

^a N₂O emissions account for 0.04 MTCO₂e/year.

^b Refer to **Table 4.5-7, Maximum Operational Emissions: Phase 1 (Residential)**.

^c Refer to **Table 4.5-3, Existing Operational GHG Emissions**.

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

The emissions of the Project represent the net difference between the existing greenhouse generated uses that would be removed and the Project greenhouse gas emissions.

MTCO₂e = metric tons of carbon dioxide emissions.

Refer to **Appendix B.1 (Annual Existing)** and **B.10 (Annual Phase 2B) Section 2.2 Overall Operational**.

The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Although GHG emissions are quantified and shown in the analysis below, CARB, SCAQMD, and the City of Burbank have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project. Assessing the significance of a project's contribution to cumulative global climate change involves: (1) evaluating the project's sources of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by the lead agency or other regional state agency.

Local and regional agencies and the State recommended general policies and measures to minimize and reduce GHG emissions from land use development projects. Thus, if the Project were designed in accordance and not in conflict with applicable policies and measures, it would result in a less than significant impact because it would be consistent with the strategies and actions to reduce GHG emission.

To reduce greenhouse gas emissions communitywide, the City of Burbank has adopted the GGRP, which meets the qualifications as a greenhouse gas threshold consistent with State CEQA Guidelines Section

15183.5. The GGRP allows the City to manage GHG emissions from a broader perspective. The proposed Project's compliance with the City's GGRP through adopting the design features would provide reductions of GHG emissions consistent with the City's long-term reduction strategy. Since the Project as proposed is consistent with the City's GGRP, GHG emissions impacts would be less than significant.

Threshold **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

All Phases

The proposed Project would be required to comply with Burbank2035 GHG reduction policies, the Sustainability Action Plan, Green Building Code, and the GGRP, which are all designed to reduce greenhouse gas emissions programmatically for the City. The City's GGRP is the primary programmatic plan that incorporates important aspects of the other policies and regulations and is designed to incorporate specific design features for individual projects. For long-term operational emissions, Burbank2035 encourages the adoption of GHG reduction goals for the city through Air Quality and Climate Change Element Policies 3.1 and 3.2. The City's GGRP achieves implementation of these policies as it includes GHG reduction measures and actions to reduce communitywide emissions.

The GHG reduction measures include mandatory and voluntary measures. Mandatory measures reinforce the implementation of existing Burbank codes and ordinances, or direct changes to the City's codes and ordinance as action items for the City to create community-wide reduction in GHG. The voluntary measures rely on voluntary participation from the community to create communitywide GHG reductions. Once these voluntary measures are incorporated into a project, the project can rely on its consistency with the City's GGRP as establishing less than significant GHG impacts.

The proposed Project includes sustainable design features that would reduce GHG emissions. These features include using energy conserving products for the lighting system; heating, ventilation, and air conditioning system; electric forklifts, etc.; and installation of shade trees. The consistency of the proposed Project with each of the mandatory and voluntary measures in the GGRP is discussed in **Table 4.5-10, Applicable GGRP Measures and Project Consistency**. It should be noted that only those measures that would be applicable to the proposed Project are presented.

The proposed Project incorporates all mandatory and voluntary GHG reduction measures that are applicable to the Project. There are a total of 15 voluntary measures with which the proposed Project would be consistent. These measures and features are consistent with existing recommendations to reduce GHG emissions. The proposed Project is consistent with the City's GGRP and goals and targets for total GHG emissions reductions. Therefore, the proposed Project would meet the SCAQMD Tier 2

threshold approach and there would be no impacts related to the consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

**Table 4.5-10
Applicable GGRP Measures and Project Consistency**

GGRP Measures	Project Sustainability Design Features
Building and Energy	
<i>Mandatory Measures</i>	
<p>E-1.1 Energy Efficiency in New Construction The City will require new commercial projects to be constructed to Title 24 Tier 1 levels (e.g., exceed current efficiency standards by 15%) beginning in January 2015.</p>	<p>Consistent. The Project would include the following design features for energy conservation:</p> <ul style="list-style-type: none"> • Photovoltaic panels on the roof-top (quantities would be limited by available roof area) • Electric car charging stations • Next generation energy efficient HVAC systems • Natural ventilation and lighting at above grade parking • Building envelop insulation per LEED’s standards • Only compact fluorescent bulbs available for sale in the <p>The Project would exceed the California Green Building Standards energy efficiency code by a minimum of 15 percent,</p>
<p>E-1.7 Building Shade Trees BWP will continue to administer the Made in the Shade Program. The City will also revise the Zoning Ordinance to require the planting of two building shade trees per parcel to accompany each new single-family residential unit. The City will update its Street Tree Plan and Urban Forestry program, with a focus on identifying streets that currently lack street trees, parking lots that could accommodate additional shade trees, and locations for new tree plantings in City parks and open space.</p>	<p>Consistent. The Project includes sun shading devices, particularly on the west/south facades of the apartment/office towers.</p> <p>The landscaping would include shade trees (such as large deciduous trees) along the property boundaries and at the on-grade areas. There would also be entry trees and shade and screening trees interior to the Project site. The Project would also be subject to the City’s Street Tree Plan and Urban Forestry Program that would be revised in accordance with the GGRP to improve energy efficiency.</p>
<p>E-2.1 Renewable Energy Requirements The City will require new single-family residential homes to include a 1.8 kWh solar photovoltaic system, and will require new multi-family and commercial construction to provide 10% of the building’s modeled energy use from renewable sources (e.g., solar PV, geothermal heat pumps). The City will require installation of solar water heaters in all new residential construction, to the fullest extent possible. The City will also require pre-wiring and pre-plumbing on new construction for residential solar PV and solar</p>	<p>Consistent. The Project would include solar photovoltaic panels on its roof-top, which would take advantage of the City’s high potential for solar access. Quantities would be limited by available roof area.</p>

GGRP Measures	Project Sustainability Design Features
<p>water heaters to provide for easier and less costly future installation.</p>	
Voluntary Measures	
<p>E-1.3 ENERGY STAR Appliances The City will encourage voluntary community participation to install ENERGY STAR appliances or other energy-efficient appliance models in both new and existing residential units.</p>	<p>Consistent. To the degree feasible, the Applicant would consider the purchase of ENERGY STAR appliances.</p>
<p>E-1.4 Smart Grid Integration The City will encourage voluntary adoption of smart grid technology in new and existing construction, promoting the use of smart appliances in homes and businesses and the use of Power to track building energy use. The City will develop an outreach campaign highlighting the benefits of smart grid integration that can occur following smart meter installation. The outreach campaign should describe how energy management systems work inside a building, including internet-based displays that show how much energy is being used and smart appliances that can defer discretionary electricity use to off peak hours. BWP will continue advancing time-of-use pricing to its residential customers, with full adoption completed by 2020. BWP will also continue implementation of its thermal energy storage system demonstration program to reduce peak electricity demand by 2 MW by 2015.</p>	<p>Consistent. The Project would include a Smart Grid energy management system and smart grid compatible technologies to reduce the energy demand and promote energy storage to reduce peak energy demand.</p>
<p>E-1.5 Cool Roofs The City will extend its current Cool Roof Pilot Program, and will advertise BWP’s non-residential cool roof incentives to building owners when they obtain permits for re-roofing.</p>	<p>Consistent. The areas of available roof area that would not contain the proposed solar array would have cool roof characteristics (light colors). This would reduce the urban heat island effect and contribute to the City’s annual goal and target of 100,000 square feet of cool roofs by 2020 and 2035, respectively. Quantities of the solar photovoltaic system would be limited by available roof area.</p>
<p>E-1.6 BWP Energy Conservation Programs BWP will continue to implement a variety of energy conservation programs in order to achieve its goal of 1% annual reductions in projected energy loads. BWP will also provide energy conservation updates to the City Council and staff to support future GGRP update efforts.</p>	<p>Consistent. While this measure mainly provides action for residential projects, and is not directly applicable to this commercial project, the Project includes features that contribute to the success of this measure. The Project’s energy efficiency features would be consistent with the BWP’s goal of 1 percent annual reductions in projected energy loads through the use of roof top solar photovoltaic technology, energy efficient appliances and other energy conservation measures.</p>
<p>E-2.2 Solar Photovoltaic Systems The City will actively promote development of building-scale solar energy. The City will develop an outreach campaign to ensure BWP’s</p>	<p>Consistent. The Project would contribute to BWP’s renewable portfolio goals and lower the electrical grid’s carbon intensity. The Project includes a solar photovoltaic electricity system. Quantities of which would be limited by available roof area.</p>

GGRP Measures	Project Sustainability Design Features
<p>Solar Photovoltaic Power program is fully subscribed between 2013 and 2016 to meet its solar goal. The City will also reduce or remove its third-party electrical review for non-residential solar PV permits through January 1, 2017 to further encourage full participation in the program.</p>	<p>This sustainability design feature would contribute toward the City’s target of 3.5 MW of solar PV by 2020 and the goal of 5.0 MW of solar PV by 2035.</p>
<p>E-2.3 Solar Water Heater (SWH) Systems The City will actively promote and facilitate the installation of solar water heater (SWH) systems on existing residential buildings, including distribution of information about the benefits of solar water heaters and installation and maintenance assistance programs designed to maximize community participation. The City will review its building code and zoning ordinance to identify and remove regulatory barriers to the installation of residential or commercial SWH systems. The City will collaborate with non-profit organizations to identify additional local, State, or national financing options for residents and businesses to voluntarily replace inefficient water heating systems with SWH systems. The City will also work with SoCal Gas to identify residents and businesses that are eligible for the CSI Thermal Program, and provide targeted outreach to advertise the incentives, explain the savings potential, and provide technical assistance in navigating the application process.</p>	<p>Consistent. To the degree feasible, the Applicant would consider the use of solar water heaters. However, the Project does not incorporate this voluntary measure.</p>
<p>E-3.1 Light-Emitting Diode Street Lights Upon completion of the pilot testing, the City will install energy-efficient street lights throughout Burbank. The City will also update its Street Light Master Plan to include lighting efficiency requirements.</p>	<p>Consistent. The Project recommends intersection improvements to Glenoaks Boulevard and East Verdugo Avenue as provided for in the Burbank2035 Mobility Element. If the Burbank Water and Power LED pilot program proves successful by the end of construction, these lights would be installed along the new street segment, as the Project would be subject to the City’s Street Light Master Plan.</p>
Transportation	
Mandatory Measures	
<p>T-2.1 Transportation Management Organization Expansion The City will work with the TMO to expand the geographic reach of its programs and the extent of services it currently provides; first expanding into the Golden State and Empire areas (by 2020), and then expanding citywide at a later date. In each case, the City will require that all new businesses with 25 or more employees located within the TMO boundary become TMO members and fulfill reporting requirements.</p>	<p>Consistent. The Project would promote ridesharing opportunities and other trip reduction measures within the transportation demand management (TDM) program. The following measures would be implemented:</p> <ul style="list-style-type: none"> • Transportation information on display to all employees • Preferential and accessible carpool/vanpool parking spaces • Bicycle parking facilities • Carpool/vanpool loading areas

GGRP Measures	Project Sustainability Design Features
	<ul style="list-style-type: none"> • Direct sidewalk access from the street to the Project building • Bus stop improvements at the City’s discretion • Safe bicycle access from the street to bicycle parking facilities
Voluntary Measures	
<p>T-1.1 Pedestrian Enhancements</p> <p>The City will complete the City of Burbank Pedestrian Master Plan, which includes policies, programs, and design guidelines that will enable the City to foster a safer, more attractive, and usable pedestrian environment for residents and visitors. The Master Plan should identify priority improvements and available funding to support implementation. The City will also continue to include pedestrian enhancements as part of its infrastructure projects.</p>	<p>Consistent. The Project would design access locations to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City’s requirements to protect pedestrian safety. The Project’s pedestrian improvements and connectivity in concert with other City sponsored improvements in the area would further promote pedestrian access to public transportation.</p>
<p>T-1.5 Bicycle Accommodation Ordinance</p> <p>The City adopted its draft bicycle accommodation ordinance in June 2013. The City will also provide technical assistance to developers during the building permit phase, including best practice examples, to ensure successful implementation.</p>	<p>Consistent. The Project would provide bicycle parking areas with racks for locking. The Project is required to provide 58 bicycle spaces for Phase 2A and 60 bicycle spaces for Phase 2B as part of the employee Transportation Demand Management (TDM) program the City requires of the Project. The Project would exceed the City’s current standard by providing more spaces than required by the City Code.</p>

GGRP Measures	Project Sustainability Design Features
<p>T-3.1 Traffic Signal Coordination</p> <p>The City will implement signal synchronization along major roadways as a first choice when seeking to expand roadway capacity. Priority roadways for signal synchronization include Alameda Avenue, Magnolia Boulevard, Olive Avenue, Glenoaks Boulevard, Hollywood Way, Buena Vista Street, Alameda Avenue, and Victory Boulevard. As synchronized traffic signals can lead to higher traffic speeds and less attentive drivers, the City will consider the location of high pedestrian traffic areas when identifying priority circulation routes; additional pedestrian-safety enhancements may become necessary, including bulb outs, crosswalk islands, and flashing crosswalk signs. The City will also coordinate Intelligent Transportation System (ITS) improvements with the Southern California Association of Governments (SCAG) ITS Regional Architecture to ensure improvements in Burbank do not negatively impact regional traffic flows.</p>	<p>Consistent. This is a Citywide program to synchronize intersection traffic control signals to improve traffic flow and reduce idling and “stop-and-go” traffic, but does not apply to the Project as an individual development. However, the Project would be required to reduce any significant traffic impacts to the extent feasible at intersections and implement measures to improve traffic flow, which is consistent with the intent of this Citywide program.</p>
Water Conservation	
Voluntary Measures	
<p>W-1.1 Water Conservation Program</p> <p>The City will implement water conservation programs described in the Urban Water Management Plan (UWMP) in support of BWP’s goal to reduce water consumption by 1% annually.</p>	<p>Consistent. The Project includes water conservation features as outlined in Section 4.10, Utilities and Service Systems. The Urban Water Management Plan provides for adequate water supplies and outlines water conservation programs that govern the Project area.</p>
<p>W-1.2 Recycled Water Use Master Plan</p> <p>The City will complete the recycled water system expansion outlined in the Recycled Water Use Master Plan and implement recycled water requirements for large irrigation users.</p>	<p>Consistent. The measure is a Citywide effort to increase the availability of recycled water to reduce GHG emissions from pumping. The Project would use recycled water for landscape irrigation as the infrastructure becomes available through the City’s Master Plan. This would further reduce the Project’s demand for potable water and the related GHG emissions.</p>
<p>W-1.3 Stormwater Management Plan</p> <p>The City will prepare a Stormwater Management Plan that seeks to apply best management practices, including Low Impact Development (LID) features, into future system upgrades or extensions.</p>	<p>Consistent. This measure defines an action for the City to adopt a Citywide Stormwater Management Plan and is not directly applicable to the Project for this reason. The intent of these measures to promote Low Impact Development (LID) features are reflected in the Project. The Project would incorporate LID features through its SUSMP as required in the Los Angeles County MS4 permit to address stormwater pollution. The SUSMP contains a list of minimum BMPs (which include LIDs) that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The Project LIDs would reduce the stormwater runoff volume and improve water quality from the existing Site conditions and</p>

GGRP Measures	Project Sustainability Design Features
	would be consistent with the City’s Stormwater Management Plan as it is developed in accordance with this measure.
Waste Reduction	
Mandatory Measures	
<p>SW-1.1 Food Scrap and Compostable Paper Ordinance</p> <p>The City will adopt a food scraps and compostable paper diversion ordinance, requiring all food waste and compostable paper to be diverted from the waste stream to composting facilities. As part of this ordinance, the City will update its yard waste collection program to allow customers to include food scraps and compostable paper in their yard waste bins.</p>	<p>Consistent. This measure defines an action for the City to adopt a new ordinance and does not directly apply to the Project for this reason. The Project would generate both organic food waste and paper waste. Phase 2A/2B includes restaurants. Organic waste generated from the restaurant would be collected separately. Compostable paper waste would be created from packaging and administrative functions and would also be collected separately. A minimum of 90% of these separated compostable items would be diverted from landfills in accordance with the City’s waste collection programs and food scrap and compostable paper ordinance.</p>
<p>SW-1.2 Yard Waste Diversion Ordinance</p> <p>The City will adopt an ordinance banning disposal of yard waste in trash bins. Multi-family residential and non-residential properties that are not currently served by the City’s solid waste collection program would need to contract with a yard waste collection service provider.</p>	<p>Consistent. This measure defines an action for the City to adopt a new ordinance and does not directly apply to the Project for this reason. The Project would include landscaped features that would require routine maintenance involving tree, grass, and shrub trimmings. This yard waste would be diverted from landfill disposal and would be collected separately. The Project would be required to comply with the City’s yard waste diversion ordinance as it is developed.</p>
<p>SW 1-3 Lumber Diversion Ordinance</p> <p>The City will amend its existing ordinance to explicitly require the diversion of 75% of waste from construction and demolition debris generated by new construction and renovations, including scrap lumber.</p>	<p>Consistent. This measure provides an action item for the City to adopt a 75 percent diversion rate requirement; an increase from its 50 percent current requirement. Lumber waste that is generated from the demolition of existing structures and any construction scrap lumber waste would be recycled to the extent practicable and would meet or exceed the City’s Construction and Debris Diversion Ordinance. During operations, the Project would use all recyclable pallets for inventory storage and transport as opposed to wooden pallets.</p>
Voluntary Measures	
<p>SW-1.4 Reusable Bags</p> <p>The City will continue to promote reusable shopping bags through free bag giveaways at community events and by posting information about their environmental benefits on the City’s sustainability website.</p>	<p>Not Applicable. This measure is not applicable to this Project.</p>
<p>SW-1.5 Recycling Ordinance</p> <p>The City will adopt an ordinance requiring the provision of recycling bins and/or recycling areas in all residential and non-residential buildings. Multi-family residential and non-residential properties that are not currently served by the City’s solid waste collection program would need to contract with a recycling collection service provider. The City</p>	<p>Consistent. This measure provides an action item for the City to adopt an ordinance requiring separate recycling bins. In accordance with the intent of this measure, albeit before the City has adopted such an ordinance, the Project would include separate bins for the collection of recyclable paper and cardboard, and divert this waste from landfills. The Project would result in a reduction in solid waste as compared to the waste currently generated by the existing on-site uses.</p>

GGRP Measures	Project Sustainability Design Features
will perform random spot-checks of multi-family residential and commercial buildings to ensure provision of recycling bins.	
SW-2.1 Enhanced Methane Recovery The City will comply with all applicable ARB regulations regarding the installation or upgrading of methane capture systems at the Burbank Landfill.	Not Applicable. This measure requires landfill operators to install gas collection and control systems to meet the Air Resources Board requirements and is not applicable to this Project.

4.5.6 Cumulative Impacts

Consistent with State CEQA Guidelines Sections 15064(h)(3) there is a presumption of less than significant impacts with respect to climate change for a project that complies with a previously approved plan or mitigation program, including a plan for the reduction of greenhouse gas emissions, that includes specific requirements that would reduce or avoid the cumulative impact for the geographic area in which the proposed Project is located. As discussed previously, the proposed Project would be consistent with the City’s GGRP, which contains specific greenhouse gas reduction measures to meet or exceed the Plan’s 2020 reduction targets and 2035 reduction goals. Therefore, while the proposed Project would emit GHGs, these incremental emissions are not considered a significant contribution to long-term greenhouse emissions, as the proposed Project complies with the City’s GGRP. Therefore, the proposed Project’s cumulative impact is not considered cumulatively considerable.

Construction-related GHG emissions from the related projects listed in **Table 3.0-1** would be generated primarily from off-road heavy-duty equipment, material delivery trucks, and construction vehicles. These emissions would be temporary, and cease following completion of each future project.

The GGRP provides policies and measures that reduce future construction GHG emissions associated with land use development. This includes incentivizing new development to hire contractors that use reduced-emissions equipment and practice sustainable business operations. Therefore, in addition to SCAQMD-required construction best management practices, development within the City would favor the use of low-emissions construction practices. In addition, the City requires that sustainable building practices be used in both new construction and substantial remodels of existing buildings; “sustainable building practices” are defined to include both structural systems and building designs that support alternative modes of transportation (e.g., pedestrian, bicycle, public transit) and effectively manage other on-site resources (e.g., water, biological resources). Therefore, future projects would be subject to comply with the GGRP and would reduce construction-related GHG emissions and would also influence construction and design to reduce long-term operational emissions. Nevertheless, construction emissions of any individual project could potentially exceed SCAQMD’s proposed operational thresholds.

Following construction of each future project, long-term operational GHG emissions would be generated from a variety of sources.

The GGRP contains established policies and measures that address a broad range of GHG emission sources (i.e., transportation, energy, solid waste, and water).

Although new development could add additional traffic and congestion to existing roadways, the Burbank2035 Mobility Element includes policies that would require new development to contribute to the City's transit and non-motorized network proportionally to its traffic generation. Therefore, growth within the City would be accompanied with proportional management of roads and expansion of non-motorized transportation infrastructure.

The GGRP also contains policies and measures to address the energy sector. The GGRP focuses on energy reduction through passive energy conservation, which reduces energy consumption through building design (e.g., shade trees or external shades).

Other GHG emission sectors (i.e., water, solid waste, wastewater), excluding airport landing and takeoffs (LTO), comprise approximately 5 percent of total communitywide emissions. GHG emissions associated with water consumption and solid waste disposal would be reduced through educational programs and conservation incentives in new development. GGRP water and solid waste measures and actions would also reduce GHG emissions. GGRP includes measures and actions to promote water conservation and recycled water. GGRP solid waste measures would divert food scraps, yard waste, and lumber through waste collection/management systems and enhance methane recovery at landfills.

Through compliance with the GGRP, development of the related projects would not result in cumulative considerable increases in GHG emissions. As such, cumulative impacts would be less than significant.

4.5.7 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 and commercial components could be built on either side of the Project site and in any order. The evaluation of the proposed Project's potential GHG emission impacts is not dependent on the location or the sequence of phases on the Project site. 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. Given that the operation of each of the proposed phases would remain the same as the other development concept analyzed in this Draft EIR, there would be no substantial difference in the projected annual net GHG emissions. Last, the other development scenarios would incorporate similar Project design features and would be required to comply with Burbank2035

GHG reduction policies, the Sustainability Action Plan, the Green Building Code, and the GGRP. While Project-specific impacts associated with the other development scenarios would be less than significant, implementation of the other development scenarios would still implement **Mitigation Measure MM GHG-1** to further reduce construction GHG emissions. Furthermore, with adherence to applicable plans, policies, and regulations, the contribution of GHG impacts to cumulative development within the City would also be less than significant regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to that described above.

4.5.8 Mitigation Measures

Because the City's GGRP addresses operational emissions, the Burbank2035 EIR identifies additional measures for reducing GHG emissions generated by construction activities. While the analysis above did not identify any potentially significant impacts related to GHG emissions, the proposed Project shall still implement the following mitigation measure from the Burbank2035 EIR to further reduce the construction GHG emissions:

MM GHG-1: To reduce construction-generated GHG emissions, projects seeking discretionary approval from the City shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction.

The project applicant(s) for any particular discretionary project may submit a report to the City that substantiates why specific measures are considered infeasible for construction of that particular discretionary project and/or at that point in time. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.

The recommended measures for reducing construction-related GHG emissions at the time of writing this EIR are listed below. The list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following:

- 1) Improve fuel efficiency of construction equipment:
 - Reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);
 - Perform equipment maintenance (inspections, detect failures early, corrections);
 - Train equipment operators in proper use of equipment;

- Use the proper size of equipment for the job; and
 - Use equipment with new technologies (repowered engines, electric drive trains).
- 2) Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.
 - 3) Use a CARB-approved low-carbon fuel for construction equipment. Emissions of NO_x from the use of low carbon fuel must be reviewed by the City prior to installation.
 - 4) Reduce electricity use in the construction offices by using best-available technology and replacing heating and cooling units with more efficient ones.
 - 5) Recycle or salvage nonhazardous construction and demolition debris.
 - 6) Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials).
 - 7) Develop a plan to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.

4.5.9 Level of Significance after Mitigation

With implementation of **Mitigation Measure MM GHG-1**, potential impacts related to GHG emissions would be reduced to less than significant.

4.6 LAND USE AND PLANNING

This section of the EIR evaluates the potential environmental effects related to land use and planning associated with implementation of the proposed Project. The analysis includes a review of the proposed Project for potential land use impacts and consistency with existing City and regional land use plans and policies. Potential inconsistencies between the proposed Project and City's General Plan Burbank2035, Burbank Center Plan (BCP) and other applicable regional plans are discussed.

4.6.1 Existing Conditions

Regional Setting

The City of Burbank is located within the six-county jurisdiction of the Southern California Association of Governments (SCAG), which also includes Ventura, Orange, San Bernardino, Riverside, and Imperial Counties. SCAG has divided its jurisdiction into 13 subregions to facilitate regional planning efforts. The City is located in the Arroyo-Verdugo Subregion.

The Arroyo-Verdugo Subregion is bordered by the San Gabriel Mountains to the north (North Los Angeles County Subregion), the Los Angeles River and Santa Monica Mountains to the south (Los Angeles City Subregion), the San Fernando Valley to the west (Los Angeles City Subregion) and the San Gabriel Valley (San Gabriel Valley Subregion) to the east. The Arroyo-Verdugo Subregion includes the Cities of Burbank, Glendale, La Cañada-Flintridge, and the unincorporated communities of La Crescenta and Montrose.

Local Setting

Location

The proposed Project site is located at 130, 121, and 137 East Verdugo Avenue and East Tujunga Avenue and would be situated on several parcels of land totaling approximately 77,475 square feet of lot area (see **Figure 2.0-2, Aerial of the Project Site**). The proposed Project site consists of six parcels identified under Assessor's Parcel Numbers 2453-019-011, -012, -013, -015, -017, and -018 (see **Figure 2.0-3, Existing Parcel Map**). The Project site consists of 10 individual lots (lots 11–20, located on Block 58), with the existing office building located on lots 16, 18, and 20.

The proposed Project site contains an existing 2-story office building totaling approximately 47,000 square feet in size in addition to related surface parking with a total of 164 spaces available. The site is bounded by South First Street to the west, East Tujunga Avenue to the north, East Verdugo Avenue to the south, and an existing 10-story multifamily residential building to the east.

Surrounding Land Uses

The proposed Project is located in an area that is developed predominately with commercial uses. Surrounding uses include a mix of commercial and multifamily residential uses and surface parking lots. Uses such as a Residence Inn, Black Angus Steakhouse, BJ's restaurant, and general office space occupy the majority of South First Street. A Hilton Garden Inn hotel, an automotive care shop, a single-family residential house, and a 10-story multifamily residential building currently occupy East Verdugo Avenue. Located along East Tujunga Avenue are a Holiday Inn, a 1-story warehouse building, and a multilevel parking structure.

Land Use and Zoning Regulations

The proposed Project site is currently designated by the Burbank2035 General Plan as Downtown Commercial (see **Figure 3.0-3, Burbank2035 Land Use Map**) and is currently zoned Burbank Center Commercial Limited Business (BCC-2) (see **Figure 3.0-4, City of Burbank Zoning Map**). The proposed Project site is located in the Burbank Center Plan (BCP), a specific plan adopted in 1997, which is generally located in the center portion of the southern area of the City (see **Figure 3.0-5, City of Burbank Planning Areas**). The BCP is comprised of three subareas — City Center, South San Fernando, and City Center West—each with distinct land use issues. The Project site is located within the City Center Commercial subarea of the BCP (see **Figure 3.0-6, Burbank Center Plan Land Use Map**).

4.6.2 Regulatory Framework

Key State and local laws, regulations, and policies that pertain to land use and planning, including general plans, specific plans, and zoning ordinances are summarized below. They provide the regulatory framework for addressing aspects of land use planning that would be affected by implementation of the proposed Project.

Regional Plans

Southern California Association of Governments

SCAG is the designated regional planning agency for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development.

SCAG Regional Comprehensive Plan

SCAG's Regional Comprehensive Plan (RCP) was adopted in 2008 as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision making. The RCP is intended to serve the SCAG region for a target horizon year of 2035. It includes input from each of the 13 subregions that make up the Southern California region. The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The RCP incorporates principles and goals of the Compass Blueprint Growth vision (currently known as the Sustainability Planning Grant Program) and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness.

2016-2040 Regional Transportation and Sustainable Communities Strategy

The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (“2016 RTP/SCS”) is an update to the 2012–2035 RTP/SCS that reflects changes in economic, policy, and demographic conditions.⁴ The goals of the 2016 RTP/SCS have remained unchanged from the goals presented in the 2012–2035 RTP/SCS. However, since the adoption of the 2012–2035 RTP/SCS, the development of the 2016 RTP/SCS has been influenced by (1) a surface and transportation funding and authorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law by President Obama on July 6, 2012; (2) the rapid advancement of new technologies that encourage more efficient transportation choices, such multimodal transportation systems; and (3) the continuing emphasis on the reduction of greenhouse gas (GHG) emissions as a result of the April 29, 2015, Executive Order B-30-15, which establishes a Statewide GHG reduction target of 40 percent (below 1990 levels) by 2030.

The guiding policies for the 2016 RTP/SCS are intended to focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system. Additionally, one of the strategies proposed by the 2016 RTP/SCS is to focus new growth and infill development around transit areas to promote “Complete Communities.” This goal would guide the development of additional housing and jobs near transit areas while protecting the viability of existing single-family areas.

City of Burbank

Burbank2035 General Plan

The City adopted the Burbank2035 General Plan (Burbank2035) in February 2013.¹ The Burbank2035 General Plan provides guidance to City decision makers on allocating resources and determining the future physical form and character of development. The Burbank2035 General Plan includes the following elements: Air Quality and Climate Change, Land Use, Mobility, Noise, Open Space and Conservation, Safety, and Plan Realization.

Land Use Element

The Burbank2035 Land Use Element guides future development in Burbank and designates appropriate locations for different land uses including open space, parks, residences, commercial uses, industry, schools, and other public uses. The Land Use Element establishes standards for residential density and non-residential building intensity for land located throughout the City. Appropriate planning assures that sensitive uses such as homes and schools are not located near potentially noxious land uses that may adversely affect public health. In cases where potential land incompatibilities may exist, the Land Use Element establishes a framework for dealing with these issues. The Downtown Commercial land use designated area is described as the civic, shopping, dining, and entertainment center of the City, in addition to the major employment center of the City. This area has direct and convenient access to public transit, and the compact nature of the street grid facilitates easy pedestrian access. The Downtown Center area allows for a higher intensity of development compared to other areas within the City and is well buffered from residential neighborhoods.²

Burbank Center Plan (Specific Plan)

The Burbank2035 Plan incorporates the City's existing BCP, a specific plan adopted in 1997, as an economic development plan to facilitate the revitalization of Downtown Burbank, South San Fernando and surrounding areas. A specific plan is a planning tool authorized by California law that implements the General Plan by establishing detailed development goals and policies for a specific geographic area. In Burbank, the term "specific plan" has been applied generally to any planning document that focuses on a particular area of the city.

The BCP contains land use and development standards for the BCP project area, which includes the City Center Commercial subarea and the Project site. The City Center Commercial subarea is described as a focal point for retail and entertainment activities within the City. The subarea should be generally

1 City of Burbank, *Burbank2035*, February 2013.

2 City of Burbank, *Burbank2035*, February 2013.

developed with mixed-use low- to mid-rise commercial, office, and residential structures. The BCP encourages exceptions to height restrictions for developments located in close proximity to the transit center in order to facilitate desired types of development projects. Office and residential uses are encouraged above ground floor retail.³

City of Burbank Municipal Code and Zoning Ordinance

The City of Burbank Municipal Code⁴ (BMC; current through Ordinance 3824, passed March 2012) provides regulations for governmental operations, development, infrastructure, public safety, and business operations within the City. The Zoning Ordinance (Title 10 of the BMC) is intended to promote the growth of the City in an orderly manner and to promote and protect the public health, safety, peace, comfort, and general welfare within the City. It is also intended to protect the character and social and economic vitality of all districts within the City, and to assure the orderly and beneficial development of such areas. The BCC-2 Zone is intended for the development of retail centers and commercial and professional office complexes in the BCP area, which serves shopping and personal service needs for its residents and the region.⁵

Permitted uses for the BCC-2 Zone generally include:⁶

- Residential and Lodging (i.e. hotels, motels, sober living facility)
- Public and Semi-Public Facilities (i.e. fire station, park and recreation facility, police station, post office, public utility facility)
- Recreation, Education, and Assembly (i.e. arcade, art gallery, auditorium, church, nonprofit club, gymnasium, library, museum, schools, theaters, art studios)
- Retail, Sales, and Dining
- Professional Offices and Services
- Media Services
- Medical Care (i.e. dental clinic, medical clinic, laboratory)

In addition, the Applicant is requesting a zone change from BCC-2 to Planned Development (PD). The PD zoning classification is intended as an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards, which would create a desirable, functional and community

3 City of Burbank, *Burbank Center Plan* (1997).

4 City of Burbank, Burbank Municipal Code (BMC), 2012.

5 BMC, 10-1-2508.

6 BMC, 10-1-502.

environment under controlled conditions of a development plan. According to the BMC, any uses would be permitted in the PD zone, provided such use shall be specifically listed as a permitted use in the Development Agreement.⁷

Pursuant to 10-1-19128,

The approval of a Planned Development shall be subject to the applicant entering into an agreement or agreements with the City for the provision and guarantee of terms, conditions and regulations of the Planned Development as approved by the City Council.... The agreement...shall contain the following minimum provisions:

- A. *Duration of agreement.*
- B. *Permitted and conditional uses.*
- C. *Density and intensity of uses.*
- D. *Location of uses.*
- E. *Provisions for reservation, dedication, and improvement of land for public purposes.*
- F. *Rules, regulations, policies and detailed design or physical improvements, governing property development standards and public improvement standards.*
- G. *Conditions, terms, restrictions and requirements for subsequent discretionary actions, if applicable.*
- H. *Commencement and completion dates as specified in the Development Schedule.*
- I. *Performance security as may be required.*
- J. *An appeal to Council process for resolution of any interpretation disputes.*⁸

4.6.3 Methodology

The determination of each phase of the proposed Project's consistency with applicable land use plans and policies is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions at and around the proposed Project site. Each phase of the proposed Project is considered to be consistent with the provisions of the identified regional and local plans if it meets the general intent of the plans and would not preclude the attainment of the primary intent of the land use plan or policy.

7 City of Burbank. 2012. Burbank Municipal Code, Section 10-1-19128.

8 City of Burbank. 2012. Burbank Municipal Code, Section 10-1-19128.

4.6.4 Thresholds of Significance

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 land use and planning if it would:

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

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 Not Found to Be Significant** for an evaluation of these topics.

4.6.5 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 Notice of Preparation (NOP) as potentially significant (See responses to NOP, Appendix A).

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

The development proposed for Phases 1, 2A, and 2B of the proposed Project would be subject to numerous land use plans, as well as the development regulations associated with the City's Zoning Ordinance. The proposed Project's consistency with the applicable regulations and policies are addressed for both City and Regional measures. Planning measures for the City that are addressed below include the Burbank2035 General Plan and Burbank Center Plan. The consistency analysis for the regional measures addresses goals and policies listed in SCAG's RCP and 2016 RTP/SCS.

Burbank2035

All Phases

Table 4.6-1, Burbank2035 General Plan Consistency Analysis—Applicable Citywide Land Use Goals and Policies, evaluates the consistency of the proposed Project with policies of the City's General Plan.

**Table 4.6-1
Burbank2035 General Plan Consistency Analysis—Citywide Land Use Goals and Policies**

Goal	Policy	Analysis	Consistency Determination
<p>1.0 Quality of Life: Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors</p>	<p>1.1 Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.</p>	<p>The proposed Project would develop a mix of residential and nonresidential uses. Phase 1 would include apartments and retail amenities and Phases 2A or 2B would include hotel or office space, in addition to retail amenities, respectively. The Project site is located in downtown Burbank within the BCP. The proposed Project would support living, commerce, employment, recreation, civic engagement, and socializing opportunities.</p>	<p>Consistent</p>
	<p>1.2 With discretionary approval, allow for the density and intensity limits specified in Burbank2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. The density and intensity limits may be exceeded by no more than 25%.</p>	<p>The proposed Project is located within a transit center, as identified by the Burbank2035 Mobility Element. However, the proposed Project is not seeking density or intensity bonuses in exceedance of Burbank2035 limitations.</p>	<p>Not applicable</p>
	<p>1.3 Maintain and protect Burbank’s residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.</p>	<p>The proposed Project is not applicable to residential neighborhoods. The proposed Project would place high-density housing within downtown Burbank, where it is needed, and avoid residential neighborhoods.</p>	<p>Not applicable</p>
	<p>1.4 With discretionary approval, allow for the density and intensity limits to be exceeded, by no more than 25%, for exceptional projects that advance the goals and policies of Burbank2035.</p>	<p>The proposed Project is allowed a maximum Floor Area Ratio of 2.5 (193,688 square feet) and a maximum intensity of 154 dwelling units. The proposed Project would develop 154 dwelling units and either 168,092 square feet of hotel uses or 170,833 square feet of office uses. Therefore, the proposed Project would not exceed its allowed density and intensity requirements.</p>	<p>Not applicable</p>

Goal	Policy	Analysis	Consistency Determination
	<p>1.5 Carefully review and consider non-residential uses with the potential to degrade quality of life.</p>	<p>The proposed Project would develop a mix of residential and non-residential uses (apartments and either a hotel or office space, in addition to retail amenities) located in downtown Burbank. The combination of these proposed uses would contribute to the vitality of the City Center Subarea of the City by bringing new residents, employees, and visitors that would support other local businesses. The proposed Project would also enhance the value of the existing underutilized site by introducing new quality living, retail, and hotel or office options in the City.</p>	Consistent
	<p>1.6 Adapt economically underused and decaying buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful.</p>	<p>The proposed Project would demolish an existing, vacant, 2-story office building located on the proposed site and construct two modern-style mixed-used towers. The mixed-use towers would be consistent with the existing land uses surrounding the site and would turn an underutilized lot into a more economically successful area in downtown Burbank.</p>	Consistent
	<p>1.7 Ensure that building height and intensity near single-family residential neighborhoods is compatible with that permitted in the neighborhood. Use graduated height limits to allow increased height as distance from single-family properties increases.</p>	<p>The proposed Project is not located near single-family residential neighborhoods.</p>	Not applicable
	<p>1.8 Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.</p>	<p>The proposed Project is located within the Burbank2035 Downtown Commercial land use category. The Downtown Commercial area is described as the civic, shopping, dining, and entertainment center of the City, in addition to the major employment center of the City. The proposed Project would develop a mix of uses to include residential, retail, dining, and the option of hotel or</p>	Consistent

Goal	Policy	Analysis	Consistency Determination
		office uses. Therefore, the proposed Project is consistent with the existing land use designation.	
<p>2.0 Sustainability: Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.</p>	<p>2.1 Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.</p>	It is under the City's jurisdiction to make discretionary land use and transportation decisions, policies, regulations, and projects. Sustainability elements of the proposed Project will be considered by the City during the discretionary review process.	Consistent
	<p>2.2 Preserve the undeveloped portion of the Verdugo Mountains as open space. Guide new development to infill locations in other parts of the city.</p>	The proposed Project is located in the City Center Subarea of Burbank therefore preserving the undeveloped portion of the Verdugo Mountains.	Consistent
	<p>2.3 Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.</p>	The proposed Project would pay its fair share of mandatory development impact fees for infrastructure improvements or other City services, as applicable.	Consistent
	<p>2.4 Provide public facilities and services in the most equitable and efficient manner possible.</p>	The proposed Project would not provide public facilities and services.	Not applicable

Goal	Policy	Analysis	Consistency Determination
	<p>2.5 Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.</p> <p>2.6 Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.</p>	<p>The proposed Project would be designed to reduce the demand for energy resources needed to support construction and operation of the proposed Project. The proposed Project would be designed to comply with the 2013 California Green Building Standards Code, as adopted and enforced by the City of Burbank.</p>	Consistent
	<p>2.7 Make and enforce land use policy in an equitable fashion to protect all people equally from adverse environmental effects.</p>	<p>It is under the City’s jurisdiction to make and enforce land use policy. The public hearing process inherent in the Planning Board and City Council review, as well as the extensive analysis by both City staff and this EIR, ensure that the City’s land use policies are being equitably implemented.</p>	Consistent
	<p>2.8 Support the development of urban agriculture and community gardens in public and private spaces.</p>	<p>The proposed Project would include various forms of landscaping elements on the ground and podium levels. The roof level of the residential tower would also include various landscaping elements. Residents would also have the ability to incorporate other landscaping elements within their private balcony space.</p>	Consistent
<p>3.0 Community Design and Character Burbank’s well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and “small</p>	<p>3.1 Recognize neighborhoods and districts as the building blocks of the community.</p> <p>3.2 Preserve unique neighborhoods and use specific plans to distinguish neighborhoods and districts by character and appearance and address physical and visual distinction, architecture, edge and entry</p>	<p>The proposed Project is located within the Burbank Center Plan’s designated City Center Subarea. This area is characterized as the focal point for retail and entertainment activities within the City. The subarea should be generally developed with mixed-use low- to mid-rise commercial, office, and residential structures. The proposed Project would construct two 11- to 14-story mixed-use towers containing residences, retail, and hotel or office space.</p>	Consistent

Goal	Policy	Analysis	Consistency Determination
<p>town” feeling reflective of the past.</p>	<p>treatment, landscape, streetscape, and other elements.</p> <p>3.3 Maintain a healthy balance between Burbank’s urban setting and its suburban roots by avoiding urban-scale residential densities and intensities in inappropriate locations, and recognizing advantages of denser development at appropriate locations.</p> <p>3.4 Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.</p> <p>3.5 Ensure that architecture and site design are high quality, creative, complementary to Burbank’s character, and compatible with surrounding development and public spaces.</p>	<p>Surrounding uses to the proposed Project site include two 20-story Holiday Inn hotel towers, a 10-story multifamily residential building, a 6-story Hilton Garden Inn hotel, and a 5-story Residence Inn hotel. Therefore, the proposed Project’s intensity, scale, or height of structures would not pose as an abrupt change in relation to the surrounding area.</p> <p>The proposed Project would have a modern architectural style promoting a fresh design concept to the surrounding City character. The materials proposed are high quality and include features such as a glass storefront system, a stainless steel fabric screen, exposed architectural concrete casts, and glass-fiber-reinforced concrete panels. Existing uses surrounding the proposed Project site have compatible looks and therefore, implementation of the proposed Project would be consistent.</p>	
	<p>3.6 Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.</p>	<p>The proposed Project would include signage features on the storefront level of each proposed tower. The residential tower would include a sign displaying “The Premier on First” along East Verdugo Avenue and South First Street. The proposed office or hotel tower of the Project would also feature signage on the storefront level along South First Street and East Tujunga Avenue that would appropriately balance the visibility needs with the overall community character and aesthetics.</p>	<p>Consistent</p>
	<p>3.7 Ensure that lots and buildings appropriately interact with and address public streets.</p>	<p>The proposed Project would provide sufficient public access. Private vehicular access is provided on both Verdugo and East Tujunga Avenue. Pedestrian access points are provided along East Verdugo Avenue, East Tujunga Avenue, and South First Street. In addition,</p>	<p>Consistent</p>

Goal	Policy	Analysis	Consistency Determination
		the proposed Project provides a designated loading/unloading truck route to the proposed site.	
	<p>3.8 Create standardized development patterns with minimum lot sizes and lot configuration requirements while allowing flexibility for different development types.</p>	The proposed Project does not propose to alter existing property boundaries or parcel lines other than through dedications proposed to widen sidewalks adjacent to the Project site.	Consistent
	<p>3.9 Avoid overbuilding of single-family residential lots by ensuring that all homes are of a scale and character consistent with Burbank's single-family neighborhoods.</p>	The proposed Project would not develop on single-family residential lots.	Not applicable
	<p>3.10 Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.</p>	As discussed in Section 4.1, Aesthetics , the proposed Project site is currently occupied by an existing 2-story office building and related surface parking, and does not contain any historic resources, buildings, or sites.	Not applicable
	<p>3.11 Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.</p>	The proposed Project is located within the City Center Subarea according to the Burbank Center Plan. The desired future community character in this area calls for the development of mixed-use low- to mid-rise commercial, office, and residential structures. The City Center Subarea is supposed to be the focal point for all retail and entertainment activities within the City. The proposed Project fits the needs of the City Center Subarea by providing a mix of uses from residential, commercial, and retail.	Consistent

Goal	Policy	Analysis	Consistency Determination
	<p>3.12 Require that new development tie into the city’s grid street pattern.</p>	<p>The proposed Project does not add or take away any streets surrounding the proposed site. The proposed Project would be bordered by East Tujunga Avenue to the north, South First Street to the west, and East Verdugo Avenue to the south. Thus, the proposed Project would tie new development in with the City’s existing grid street pattern.</p>	<p>Consistent</p>
	<p>3.13 Limit creation of flag lots and require that every lot have direct interface with a public street.</p>	<p>The proposed Project is located on six parcels, all of which are not deemed “flag lots”. The proposed Project would construct two 11- to 14-story mixed-use towers that would be bordered on three sides by public access streets. Therefore, proposed Project implementation would not result in the creation of flag lots.</p>	<p>Consistent</p>
	<p>3.14 Prohibit gated communities, private streets, private driveways, and other limited access situations, except where special findings can be made.</p>	<p>The proposed Project does not include the development of a gated community. The Project site would not include private street or private driveways, or other limited-access situations. However, access to the residential parking would only be available to tenants and guests of the residential uses.</p>	<p>Consistent</p>
<p>4.0 Public Spaces and Complete Streets Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.</p>	<p>4.1 Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.</p>	<p>While the proposed Project would not develop any new streets, it would include standard off-site improvements, including sidewalk improvements, new driveway curb cuts and parkways 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 and to create a functional area for all transportation modes.</p>	<p>Consistent</p>

Goal	Policy	Analysis	Consistency Determination
	<p>4.2 Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.</p> <p>4.3 Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.</p> <p>4.4 Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.</p> <p>4.5 Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.</p> <p>4.6 Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.</p> <p>4.7 Encourage artists, craftspeople, architects, and landscape architects to play key roles in designing and improving public spaces.</p>	<p>The proposed Project would provide up to approximately 19,250 square feet of open space. Open space features include ground-level public space with ornamental landscaping, podium-level open space and amenities (pool and lounge area), and roof deck open space amenities (game area, sunning area, fire pit etc.). Phases 1 and 2A of the proposed Project would also include landscaped areas on the sixth- and eighth-level terraces.</p> <p>The proposed Project would incorporate a landscape plan to include street trees along sidewalks and other planters to be installed around open space areas on the ground level. The podium level and residential roof deck would also feature ornamental plants. In addition, the ground floor of each tower would provide a public art installment near the porte cochere.</p> <p>The proposed Project would provide sufficient pedestrian access areas through features such as sidewalks around East Tujunga Avenue, South First Street, and Verdugo Avenue.</p> <p>The proposed Project would exhibit high-quality architecture that would create an active streetscape with a variety of neighborhood-serving uses. The proposed project would improve public space which would in turn encourage pedestrian activity and increase economic vitality within the area.</p>	<p>Consistent</p>

Goal	Policy	Analysis	Consistency Determination
	<p>4.8 Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.</p> <p>4.9 Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.</p>	<p>The proposed Project features subterranean parking levels and aboveground, podium-level parking. No surface-level parking would be provided, thus, the proposed Project would not add any additional land to be devoted to parking.</p> <p>All parking provided by the proposed Project would be completely covered, therefore, reducing the urban heat island effect. In addition, podium-level parking would be covered by prefabricated, factory painted metal panels with clear structural glass.</p>	Consistent
	<p>4.10 Require new development projects to provide adequate low-water landscaping.</p>	<p>The proposed Project's landscape plan would utilize low-water and drought tolerant plants.</p>	Consistent
	<p>4.11 Ensure that public infrastructure meets high-quality urban design and architecture standards. Remove, relocate, or improve the appearance of existing infrastructure elements that are unsightly or visually disruptive.</p>	<p>As discussed previously, the proposed Project would feature two mixed-use towers with a modern-style architectural design. The proposed Project meets the City's appropriate architecture standards and, in addition, would remove a vacant and outdated office building currently located on site.</p>	Consistent
	<p>4.12 Underground utilities for new development projects and projects within designated undergrounding districts.</p>	<p>The proposed Project would not be located within a designated underground district.</p>	Not applicable

Goal	Policy	Analysis	Consistency Determination
<p>5.0 Housing: Burbank provides housing options for people and families with diverse needs and resources.</p>	<p>5.1 Provide for a variety of residential neighborhoods with varying densities and housing types.</p> <p>5.2 Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.</p> <p>5.3 Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.</p> <p>5.4 Allow residential units in traditionally non-residential areas, and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.</p> <p>5.5 Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.</p>	<p>As previously discussed, Phase 1 of the proposed Project would construct a residential, mixed-use tower containing 154 multifamily units in downtown Burbank. The residential units proposed in Phase 1 of the Project would attract current and future residents of Burbank by providing easy access to retail amenities, employment opportunities, and public transportation. The proposed Project would place higher-density housing within the City, where it is needed, and refrain from developing in existing residential neighborhoods.</p>	<p>Consistent</p>

Goal	Policy	Analysis	Consistency Determination
<p>6.0 Economic Vitality and Diversity Burbank has a healthy and diverse economy and provides for a full range of retail, commercial, office, and industrial uses. Businesses contribute to community character and economic vitality by supporting neighborhood, community, and regional needs and providing diverse employment options.</p>	<p>6.1 Recruit and attract new businesses. Use these businesses to act as catalysts to attract other businesses. Continue to utilize public-private partnerships and other incentives to enhance economic vitality.</p> <p>6.2 Recognize and maintain Downtown Burbank as the city’s central business district, providing a mix of commercial, civic, cultural, recreational, educational, entertainment, and residential uses.</p>	<p>The proposed Project is located within the Burbank Center Plan’s designated City Center Subarea. This area is known as being the focal point for all retail and entertainment activities in the City. The proposed Project would generate opportunities for retail, residential, and commercial uses making it consistent with the City’s goals for the specified area. The new development would also encourage additional growth and entice new businesses to enter the area.</p>	<p>Consistent</p>
	<p>6.3 Recognize and maintain the Media District as the heart of the media industry in the city. Facilitate continued expansion of the media industry into Downtown, the Golden State area, and other parts of the city.</p>	<p>The proposed Project is located within the Burbank Center Plan’s designated City Center Subarea.</p>	<p>Not applicable</p>
	<p>6.4 Recognize that locally owned “mom and pop” businesses are important to the local economy and community character, and help these businesses maintain a long-term presence in the community.</p>	<p>The proposed Project would generate opportunities for retail, residential, and hotel or office uses making it consistent with the City’s goals for the Burbank Center Plan. The new development would also encourage additional growth and entice businesses of all sorts to enter the area.</p>	<p>Consistent</p>
	<p>6.5 Consult with the Chamber of Commerce and local businesses to facilitate business retention and expansion.</p>	<p>The proposed Project would include commercial uses in addition to the proposed residential and hotel or office uses. This combination of proposed uses would</p>	<p>Consistent</p>

Goal	Policy	Analysis	Consistency Determination
		provide opportunities for existing businesses to expand into the new space.	
	<p>6.6 Require new large commercial and office projects to provide services, proportionate to their size, that benefit employees, including child care, fitness facilities, rail and bus transit facilities, and personal services.</p>	<p>The proposed Project would involve the development of 154 residential dwelling units and either 168,092 square feet of hotel uses or 170,833 square feet of office uses. This mixed-use development would provide various amenities and forms of common open space for its residents, hotel guest, and employees, including pool and barbeque areas, fitness rooms, meeting rooms, and outdoor seating areas. The Project site is located in an area well served by various local and regional bus lines and is within 0.5 miles of the Downtown Burbank Metrolink Station. Personal services including child care would be among the allowed uses in the new commercial spaces in the Project.</p>	Consistent
	<p>6.7 Encourage the development of a range of childcare facilities in commercial land use designations, including infant care, pre-school care, and after-school care, to serve the needs of working families.</p>	<p>Child care would be one of the land uses permitted in the Project.</p>	Consistent

Goal	Policy	Analysis	Consistency Determination
<p>7.0 Community Participation: Burbank encourages community engagement and provides a wide range of opportunities to participate in the planning process.</p>	<p>7.1 Ensure that Burbank2035 remains relevant by involving the public in planning decisions and by closely monitoring implementation of the plan.</p> <p>7.2 Provide clear, easily understandable, and accessible information to promote community involvement in the planning process.</p> <p>7.3 Consistently seek direct public involvement in the planning process for new projects and plans, as well as for everyday planning matters.</p> <p>7.4 Hold community meetings, workshops, charrettes, etc., and provide other opportunities for input on different days and times and at various locations throughout the city to maximize opportunity for public input.</p> <p>7.5 Continually expand the use of technology to disseminate planning information and solicit input from the public. Use technology and other methods to provide opportunities for the planning process to become less formal and more inclusive.</p>	<p>The City seeks to maintain a transparent process when it comes to City planning and community involvement. The City released a Notice of Preparation (NOP) and an Initial Study (IS) for the proposed Project followed by a public review and comment period. In addition, two scoping meetings were held for the public on the proposed actions of the Project. The City includes all current documentation on the proposed Project on their website and provides the appropriate contact information for questions and concerns regarding the proposed Project. Therefore, the proposed Project is consistent with providing clear, up-to-date, and accessible information to the City of Burbank’s residents.</p>	<p>Consistent</p>

As discussed in **Table 4.6-1**, the proposed Project would be consistent with applicable goals and policies of the Burbank2035 Land Use Element.

The proposed Project would provide its mix of uses in proximity to a broad range of interconnected land uses within walking distance and would stimulate pedestrian activity. Phases 1 and 2A/2B of the proposed Project would be integrated with the surrounding area by providing podium-level and rooftop-level amenities and landscaped areas, in addition to new ground-floor retail amenities. Overall, the Project would create a new architectural identity through a new exterior shell which would enhance the vitality and character of the downtown Burbank area.

The proposed Project would provide residential, hotel or office, and retail uses near existing City public transportation routes (refer to **Section 4.8, Transportation and Traffic**). Additionally, the street front would create a pedestrian-friendly gateway into the proposed Project site and include bicycle parking stations. Proposed Project residents, employees, and visitors would be encouraged to utilize an alternative mode of transportation over the use of private vehicles. This would reduce the reliance on automobiles and vehicle miles traveled resulting in reductions of energy consumption and air quality emissions.

As the proposed Project would be consistent with applicable goals and policies of the Burbank2035 Land Use Element, it would have a less than significant impact with respect to consistency with this land use plan.

Burbank Center Plan

All Phases

The proposed Project site is located within the Burbank Center Plan (BCP) area. The BCP designation for the Project site is the City Center Subarea. **Table 4.6-2, Burbank Center Plan Consistency Analysis—Applicable Land Use Element Policies**, which follows, lists the policies of the BCP along with an analysis of the proposed Project's consistency.

**Table 4.6-2
Burbank Center Plan Consistency Analysis—Applicable Land Use Element Policies**

Policy	Analysis	Consistency Determination
<p>Policy 1.0 Encourage the construction of a gateway mid to high-rise mixed use complex if a public amenity such as a public plaza were provided</p>	<p>The proposed Project does not include the construction of a public plaza</p>	<p>Not applicable</p>
<p>Policy 2.0 Permit increased density, reduced on-site parking and other appropriate incentives for development that maximize job creation if direct physical access were provided to the Regional Intermodal Transportation Center (RITC) which is designed to facilitate vehicle trip reduction programs</p>	<p>The proposed Project would develop two 11- to 14-story towers containing a mix of uses such as residential, hotel or office, and retail. The proposed Project would increase residential density in the downtown Burbank area and would provide shorter travel distances to places of employment. Bicycle parking stations would be provided on site and the proposed Project would be located near public transit systems allowing for the dependence on private vehicle trips to decrease.</p>	<p>Consistent</p>
<p>Policy 3.0 Encourage the construction of a child care facility</p>	<p>The proposed Project would not construct a child care facility.</p>	<p>Not applicable</p>
<p>Policy 4.0 Encourage the construction of a telecommuting center</p>	<p>The proposed Project would not construct a telecommuting center.</p>	<p>Not applicable</p>
<p>Policy 5.0 Encourage well designed pedestrian access over Interstate 5</p>	<p>The proposed Project would not construct or develop pedestrian access over Interstate 5.</p>	<p>Not applicable</p>

As the proposed Project would be consistent with applicable goals and policies of the BCP, as discussed in **Table 4.6-2**, it would have a less than significant impact with respect to consistency with this land use plan.

SCAG Regional Comprehensive Plan

All Phases

SCAG's Regional Comprehensive Plan (RCP) addresses issues related to growth and land use with policies that support mobility and air quality goals, maintain the region's quality of life, and improve the standard of living. **Table 4.6-3, SCAG Regional Comprehensive Plan Consistency Analysis—Applicable Goals and Policies**, follows, and provides an analysis of the proposed Project's consistency with applicable RCP goals and policies.

Table 4.6-3
SCAG Regional Comprehensive Plan Consistency Analysis—Applicable Goals and Policies

Goal	Policy	Analysis	Consistency Determination
<p>1.0 Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2% strategy:</p>	<p>1.1 Focusing growth in existing and emerging centers and along major transportation corridors 1.2 Creating significant areas of mixed-use development and walkable, “people-scaled” communities 1.3 Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics 1.4 Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations 1.5 Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots</p>	<p>SCAG’s 2004 Growth Vision Report identified 2 percent Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where Projects, plans, and policies consistent with the Compass Blueprint principles would best serve the goals of the Growth Vision. According to SCAG, the proposed Project site is located within a designated High-Quality Transit Area (HQTA) which can be defined as a generally walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one-half of a mile of a well-served transit stop or transit corridor with 15-minute or less service frequency during peak commute hours.⁹ Therefore, by focusing new housing growth in a HQTA, the proposed Project would be consistent with such policies.</p>	<p>Consistent</p>
	<p>1.6 Preserving existing, stable, single-family neighborhoods</p>	<p>The proposed Project would be located in the City Center Subarea of downtown Burbank and is not near single-family residential neighborhoods. The proposed Project would not conflict with any existing single-family neighborhoods.</p>	<p>Not applicable</p>

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Goal	Policy	Analysis	Consistency Determination
	<p>1.7 Protecting important open space, environmentally sensitive areas, and agricultural lands from development.</p>	<p>The proposed Project would be located in the City Center Subarea of downtown Burbank. Therefore, existing open space, environmentally sensitive areas, and agricultural lands would not be subject to development.</p>	<p>Consistent</p>

Given that the proposed Project would be consistent with applicable goals and policies of SCAG's RCP as discussed in **Table 4.6-3**, it would have a less than significant impact with respect to consistency with this land use plan.

SCAG 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy

All Phases

SCAG's 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) provides a guiding vision for development in the region and a basis for planning infrastructure improvements. **Table 4.6-4, SCAG Regional Transportation Plan/Sustainable Communities Strategies Consistency Analysis—Applicable Goals**, provides an analysis of the proposed Project's consistency with applicable RTP/SCS policies.

Table 4.6-4

SCAG Regional Transportation Plan/Sustainable Communities Strategies Consistency Analysis—Applicable Goals

RTP/SCS Goal	Analysis	Consistency Determination
<p>Goal 1.0 Align the plan investments and policies with improving regional economic development and competitiveness</p>	<p>The proposed Project would allow for the development of two 11- to 14-story towers in downtown Burbank containing a mix of residential, commercial, and hotel or office uses. The proposed Project would be near the I-5 freeway, and in addition, the proposed Project would improve regional economic development by providing residential and retail amenities for the entire Los Angeles Region. The construction and operation of the proposed Project would expand the economic base for the City by maximizing property and sales tax revenue to support the City's general fund and to improve the appearance of the surrounding area. In addition, the proposed Project would provide employment opportunities for residents of Burbank and the surrounding area by creating new retail, and either hotel or office employment, as well as construction jobs. Overall, the proposed Project would provide a distinctive and high-quality mixed-use environment on site to support the needs of area residents and businesses, and attract future businesses, residents, employers, and visitors to the surrounding area.</p>	Consistent
<p>Goal 2.0 Maximize mobility and accessibility for all people and goods in the region</p>	<p>The proposed Project is located east of the I-5, north of East Verdugo Avenue and south of East Tujunga Avenue. The proposed Project would not affect or implement modifications to the I-5. The proposed Project is located and designed to ensure safe access to the proposed mixed-use towers to maximize mobility and accessibility for all people and goods in the region.</p> <p>According to SCAG, the proposed Project site is located within a designated High-Quality Transit Area (HQTA) which can be defined as a generally walkable transit village or corridor, consistent with the adopted RTP/SCS, and is within one half-mile of a well serviced transit stop or transit corridor with 15-minute or less service</p>	Consistent

RTP/SCS Goal	Analysis	Consistency Determination
	<p>frequency during peak commute hours.¹⁰ The Metrolink station is located within one half-mile of the Project site and is adjacent to numerous Metro regional bus lines.</p> <p>The proposed Project’s driveways are expected to serve Project traffic without causing congestion on adjacent streets. Driveways to adjacent streets would not be blocked with traffic accessing the Project site. As further discussed in Section 4.8, Transportation and Traffic, the proposed Project would not cause significant impacts to the I-5 freeway.</p> <p>In addition, the proposed Project would facilitate alternate transit use by providing bicycle parking stalls located close to retail store entrances and the hotel or office tower entrance. The proposed Project would also provide a contiguous pedestrian sidewalk along East Tujunga Avenue, South First Street, and East Verdugo Avenue.</p>	
<p>Goal 3.0 Ensure travel safety and reliability for all goods in the region</p>	<p>See consistency analysis for Goal 2.0 above. The proposed Project is located and designed to ensure safe access to the proposed mixed-use towers. The proposed Project is designed to minimize pedestrian/vehicle conflicts associated with vehicles entering and exiting the Project site at controlled access points. The proposed Project does not include any hazardous design features that may pose as a safety issue for travelers. The Project residents would have pedestrian access to a large range of goods and services as well as employment opportunities, helping to reduce demand on the travel system. Project residents, employees, and visitors would have a range of transportation alternatives available to meet their transit needs.</p>	<p>Consistent</p>
<p>Goal 4.0 Preserve and ensure a sustainable regional transportation system</p>	<p>See RTP/SCS Goals 2.0 and 3.0 above. The proximity of the proposed Project to alternative transit modes, including regional train and bus line services, would support the region’s transportation investment and the sustainability of the regional transportation system. The proposed Project would provide high-density housing and hotel or office uses in proximity to the Metrolink station, supporting the role of the Burbank City Center as an activity hub with convenient access to public transit.</p>	<p>Consistent</p>

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RTP/SCS Goal	Analysis	Consistency Determination
<p>Goal 5.0 Maximize the productivity of our transportation system</p>	<p>The goal of the proposed Project is to provide economic activity for the City of Burbank. The proposed Project would maintain, preserve, and ensure a sustainable regional transportation system such as the I-5 freeway; it would maximize the productivity by locating a residential and commercial mixed use on a site planned specifically for this type of use, with suitable access characteristics such as vehicle, pedestrian, and bicycle access. The proposed Project would also support the use and productivity of public transportation systems given that the site is located within a HQTAs as discussed above.</p>	<p>Consistent</p>
<p>Goal 6.0 Protect the environment and health of our residents by improving air quality and encouraging active transportation.</p>	<p>The proposed Project would be designed to comply with the 2013 California Green Building Standards Code to reduce the demands for energy resources needed to support operation of the Project. As further discussed in Section 4.2, Air Quality, and Section 4.5, Greenhouse Gas Emissions, the proposed Project's air quality and greenhouse gas impacts would be less than significant.</p> <p>The proposed Project's residential and hotel or office development in the City Center subarea of the City would provide opportunities for pedestrian and bicycle transit. The proposed Project would facilitate alternate transit use and would provide bicycle parking spaces located close to the retail store and hotel or office lobby entrances. The proposed Project would also provide a contiguous pedestrian sidewalk on East Tujunga Avenue, South First Street, and East Verdugo Avenue. In addition, the proposed Project would place a residential mixed-use development within one half-mile of a Metrolink station and adjacent to numerous Metro regional bus lines that serve adjacent streets and the downtown Burbank area.</p>	<p>Consistent</p>
<p>Goal 7.0 Actively encourage and create incentives for energy efficiency, where possible</p>	<p>The proposed Project would be designed to reduce the demand for energy resources needed to support construction and operation of the proposed Project. The proposed Project would be designed to comply with the 2013 California Green Building Standards Code, as adopted and enforced by the City of Burbank.</p>	<p>Consistent</p>
<p>Goal 8.0 Encourage land use and growth patterns that facilitate transit and non-motorized transportation</p>	<p>See RTP/SCS Goals 2.0,3.0, and 4.0 above. The proposed Project would intensify development in an area served by Metrolink and numerous Metro regional bus lines. Further, the proposed Project would provide a large number of new residents, employees, and visitors with pedestrian access to a large range of commercial and entertainment services as well as numerous job opportunities.</p>	<p>Consistent</p>

RTP/SCS Goal	Analysis	Consistency Determination
<p>Goal 9.0 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>This goal pertains to security provided by regional service agencies. The proposed Project would not adversely affect the ability of the service agencies to perform their duties. By providing a mixed-use development that would support Burbank as a vibrant City, the proposed Project would support economic growth and increased use of public transportation systems that would generate revenue that could be used to support security of the regional transportation system.</p>	<p>Consistent</p>

As the proposed Project would be consistent with applicable goals and policies of SCAG's 2016-2040 RTP/SCS as discussed in **Table 4.6-4**, it would have a less than significant impact with respect to consistency with this land use plan.

Land Use Designation and Zoning Analysis

All Phases

As previously stated, the Project site is designated Downtown Commercial and is zoned as BCC-2. The Downtown Commercial Land Use permits a wide variety of commercial uses, including civic, shopping, dining, and entertainment uses.¹¹ Similarly, pursuant to Section 10-1-2509 of the BMC, commercial retail, hotel lodging, and professional office complexes are permitted uses within the BCC-2 zone.

Implementation of Phases 1 and Phase 2A/2B of the proposed Project would be consistent with the Downtown Commercial Land Use Designation as commercial retail, hotel lodging, and professional office complexes are considered a permissible use. In addition, the Applicant is requesting a zone change from BCC-2 to Planned Development (PD). The PD zoning classification is intended as an alternate process to accommodate unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards, which would create a desirable, functional, and community environment under controlled conditions of a development plan. According to the BMC, any uses would be permitted in the PD zone, provided such use shall be specifically listed as a permitted use in the Development Agreement.¹²

The proposed zone change from BCC-2 to PD allows the City to enter in a development agreement that would authorize the development of the property conforming to the broad goals of the Burbank2035 and providing the protection of the existing zoning designation. The change would allow for an accommodation of unique developments for residential, commercial, professional, or other similar activities, including combinations of uses and modified development standards, which would create a desirable, functional and community environment under controlled conditions of a development plan. 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. Therefore, the PD zone and Development Agreement would allow for the implementation of the proposed Project while ensuring consistency with the City's current goals, policies, and design guidelines in a manner that meets the overall intent and goals of the Zoning Code.

11 City of Burbank. *Burbank2035*, Land Use Element, February 2013.

12 City of Burbank, Burbank Municipal Code, Section 10-1-19128, 2012.

As shown in **Table 4.6-5, Burbank Municipal Code Vehicle Parking Requirements**, implementation of Phases 1 and 2A or Phases 1 and 2B would be designed to provide 686 vehicle parking spaces or 881 vehicle parking spaces, respectively. Phases 1 and 2A would require 609 vehicle parking spaces pursuant to BMC Section 10-1-1408, thus providing 77 parking spaces beyond the Code requirement. Phases 1 and 2B would require 867 vehicle parking spaces pursuant to BMC Section 10-1-1408, thus providing 14 parking spaces beyond the Code requirement. Therefore, implementation of the proposed Project would be consistent with the City’s vehicle parking requirements.

**Table 4.6-5
Burbank Municipal Code Vehicle Parking Requirements**

Phases	Provided Parking	Required Parking	Code Exceedance
Phases 1 and 2A	686 ^a	609	77
Phases 1 and 2B	881 ^b	867	14

Source: Burbank Municipal Code, sec. 10-1-1408, Parking Requirements.

^a Includes 443 new parking spaces associated with Phase 1 and 243 new parking spaces associated with Phase 2A.

^b Includes 443 new parking spaces associated with Phase 1 and 438 new parking spaces associated with Phase 2B.

Furthermore, as shown in **Table 4.6-6, Burbank Municipal Code Bicycle Parking Requirements**, implementation of Phases 1 and 2A or Phases 1 and 2B would both provide 38 bicycle parking spaces; both would require 23 bicycle parking spaces pursuant to BMC Sections 10-1-628.A and 10-1-2304.B.2.c. There, implementation of Phases 1 and 2A or Phases 1 and 2B would provide 15 extra bicycle parking spaces and would thus be consistent with the City’s bicycle requirements.

**Table 4.6-6
Burbank Municipal Code Bicycle Parking Requirements**

Phases	Provided Parking	Required Parking	Code Exceedance
Phases 1 and 2A	38	23	15
Phases 1 and 2B	38	23	15

Source: Burbank Municipal Code, sec. 10-1-628.A and 10-1-2304.B.2.c.

The above analysis has evaluated Project consistency with each of the following City land use plans, and regulations: Burbank2035, the BCP, and SCAG’s RCP and 2016–2040 RTP/SCS, and the BMC. As indicated, the proposed Project would be consistent with all of these planning and regulatory documents. Therefore, impacts regarding consistency with these land use plans would be less than significant.

4.6.6 Cumulative Impacts

As noted in **Section 3.0, Environmental Setting**, a number of specific development projects are planned within the City of Burbank that may be constructed within the anticipated time period of this proposed

Project. Those nearest, comprise of similar infill projects that would also be developed in accordance with Burbank2035, zoning regulations, and other land use plan consistency.

Implementation of the proposed Project, on its own, would not result in land use incompatibilities or plan inconsistencies, thus, no significant cumulatively considerable land use impacts would occur. Similar to the proposed Project, all identified Citywide-related projects would be reviewed for consistency with adopted land use plans and policies by the City of Burbank. For this reason, related projects are anticipated to be consistent with Burbank2035 and applicable Zoning Ordinances, or be subject to an allowable exception, and further, would be subject to CEQA, mitigation requirements, and design review. Therefore, cumulative impacts to land use as a result of development conflicting with applicable land use plans and policies would be less than significant.

4.6.7 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 and commercial components could be built on either side of the Project site and in any order. The evaluation of potential land use and planning impacts of the Project is not dependent on the location on the site or the sequence of phases. The existing land use and zoning requirements of the Project site would not vary based on the placement of either component. Additionally, the Applicant would still request a zone change from BCC-2 to PD pursuant to BMC 10-1-19121. The types and intensity of uses on the Project site would not change, regardless of the scenario used, and would be consistent with the City's current goals, policies, and design guidelines. As such, the Project-specific impacts associated with the other development scenarios would be less than significant, similar to the proposed development concept analyzed in this Draft EIR. Furthermore, the contribution of impacts to cumulative development within the City would also be less than significant regardless of the development scenario followed. Therefore, impacts under the different development scenarios would be equivalent to those described above.

4.6.8 Mitigation Measures

No mitigation measures are required.

4.6.9 Level of Significance after Mitigation

Impacts would be less than significant.