

**APPENDIX A**

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**Notice of Preparation, Initial Study, and Comment Letters**



# Notice of Preparation

To: See Attached  
Distribution List  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

From: City of Burbank  
Community Development Dept.  
Planning Division  
150 North Third Street  
Burbank, CA. 91502

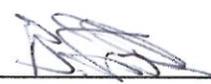
## **Subject: Notice of Preparation of a Draft Environmental Impact Report The Premier on First Mixed-Use Project**

The City of Burbank will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed project. The City requests input from your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description and location is described in the attached materials. The City expects that the environmental analysis in the EIR will include Aesthetics, including Shadows, Light and Glare; Air Quality; Cultural Resources; Geology; Greenhouse Gas Emissions; Land Use & Planning; Noise; Traffic & Transportation; and Utilities & Services.

Due to the time limits mandated by State law, your response must be sent at the earliest possible time but not later than 30 days after receipt of this notice. Please send your response to the City of Burbank, Planning Division, Attn: Genevieve Sharrow, 150 North Third Street, Burbank, California 91502. You may also email your response to [genevieves@migcom.com](mailto:genevieves@migcom.com). Please provide the name of a contact person at your agency.

A scoping meeting will be held on March 7, 2016, at 6:00 PM in the Community Room (Room 104) on the first floor of the Community Services Building at 150 North Third Street in Burbank.

Date: 2/10/2016 Signature:  \_\_\_\_\_

Brian Foote, AICP

Title: Senior Planner  
Telephone: (818) 238-5250

Reference: California Administrative Code, Title 14 (State CEQA Guidelines), Sections 15082(a), 15103, 15375.

## THE PREMIER ON FIRST MIXED-USE PROJECT

### PROJECT DESCRIPTION

The Cusumano Real Estate Group has filed an application to permit the development of two 12- to 14-story towers to be located along the east side of First Street between Verdugo Avenue and Tujunga Avenue. The Project Site includes approximately 1.8 acres and is currently developed with a 2-story office building and surface parking.

The Project would be developed in two phases. Phase 1 would consist of a 14-story tower constructed on the Verdugo Avenue side of the site. This tower would contain 154 residential units and include approximately 10,400 square feet of ground-level retail space, 445 parking spaces, and residential amenities, such as a fitness center, pool, and roof deck.

Phase 2 of the Project would consist of a second 12- to 13-story tower constructed on the Tujunga Avenue side of the site that would be developed as either a hotel or office space. The Hotel Option would feature a 230-room hotel with 13 stories and would include 256 parking spaces, guest amenities, dining space, and approximately 5,250 square feet of other ground-level retail space. There would also be a restaurant or banquet room on the top level. The Office Option would consist of approximately 158,595 square feet of office space in 12 stories, with 429 parking spaces and approximately 11,728 square feet of ground-level retail. Additional parking for the office space would be reserved within the parking levels of the residential tower.

Construction of the Project is anticipated to take approximately 72 months and be completed by 2023. Phase 1 would begin in the summer of 2017 and finish in summer of 2020. Upon completion of Phase 1, Phase 2 would begin in summer 2020 and finish in summer of 2023.

The City of Burbank will consider the following approval actions for the Project: Development Review; zone change from Burbank Center Commercial Limited Business (BCC-2) to Planned Development (PD); and a Development Agreement.





SOURCE: Google Earth - 2015

FIGURE 2



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3



# INITIAL STUDY



## Prepared For:

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

## The Premier on First Mixed-Use Project



910 Hampshire Road, Suite V  
Westlake Village, CA 91361  
(805) 367-5720

FEBRUARY 2016

# **The Premier on First Mixed-Use Project Initial Study**

**Prepared for:**

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

**Prepared by:**

Meridian Consultants LLC  
910 Hampshire Road, Suite V  
Westlake Village, CA 91361

**February 2016**

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## 1.0 INTRODUCTION

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<b><u>Project Title:</u></b>	The Premier on First Mixed-Use Project
<b><u>Project Location:</u></b>	103 East Verdugo Avenue
<b><u>Project Applicant:</u></b>	Cusumano Real Estate Group C/o Michael Cusumano 101 South First Street Burbank, California 91502
<b><u>Lead Agency:</u></b>	City of Burbank Community Development Department Planning Division 150 North Third Street Burbank, California 91502
<b><u>Contact Person:</u></b>	Genevieve Sharrow, Contract Planner Direct: (626) 744-9872 City of Burbank Planning Division: (818) 238-5250 Email: genevieves@migcom.com

### PROJECT SUMMARY

The subject of this Initial Study is the Premier on First Mixed-Use Project (“Project”) to be located along the east side of First Street between Verdugo Avenue and Tujunga Avenue in Burbank (“Project Site”).

The Project would be developed in two phases. Phase 1 would consist of a 14-story tower constructed on the Verdugo Avenue side of the site. This tower would contain 154 residential units and include approximately 10,400 square feet of ground-level retail space, 445 parking spaces, and residential amenities such as a fitness center, pool, and roof deck.

Phase 2 of the Project would consist of a second 12- to 13-story tower constructed on the Tujunga Avenue side of the site that would be developed as either a hotel or office space. The Hotel Option would feature a 230-room hotel with 13 stories, including 256 parking spaces, guest amenities, dining space, and approximately 5,250 square feet of other ground-level retail space. The Office Option would consist of approximately 158,595 square feet of office space in 12 stories, 429 parking spaces, and approximately 11,728 square feet of ground-level retail. Additional parking for the office space would be reserved within the parking levels of the residential tower.

## PURPOSE OF THIS INITIAL STUDY

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

This Initial Study is an informational document, and its preparation and distribution by the City neither presupposes nor mandates any action on the part of the City, or other agencies from whom permits and other discretionary approvals would be sought, with respect to the Project.

If, through an Initial Study, the City concludes that there is evidence that a project may cause a significant environmental effect, the City shall find that an Environmental Impact Report (EIR) shall be prepared to analyze potential environmental impacts. The analysis contained in this Initial Study indicates that an EIR shall be prepared for the Project.

## ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into six sections as follows:

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

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

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

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

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

**Section 6.0, List of Preparers**, identifies the individuals who prepared this study.

## 2.0 ENVIRONMENTAL SETTING

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### PROJECT LOCATION

The Project Site is located in downtown Burbank along the east side of South First Street between East Verdugo Avenue and East Tujunga Avenue. The current addresses for the Project Site include 103, 121, and 137 E. Verdugo Avenue and 100 E. Tujunga Avenue. The Project Site consists of six parcels identified under Assessor's Parcel Numbers (APNs) 2453-019-011, -012, -013, -015, -017, and -018. The regional location of the Project Site is shown in **Figure 2.0-1, Project Location Map**.

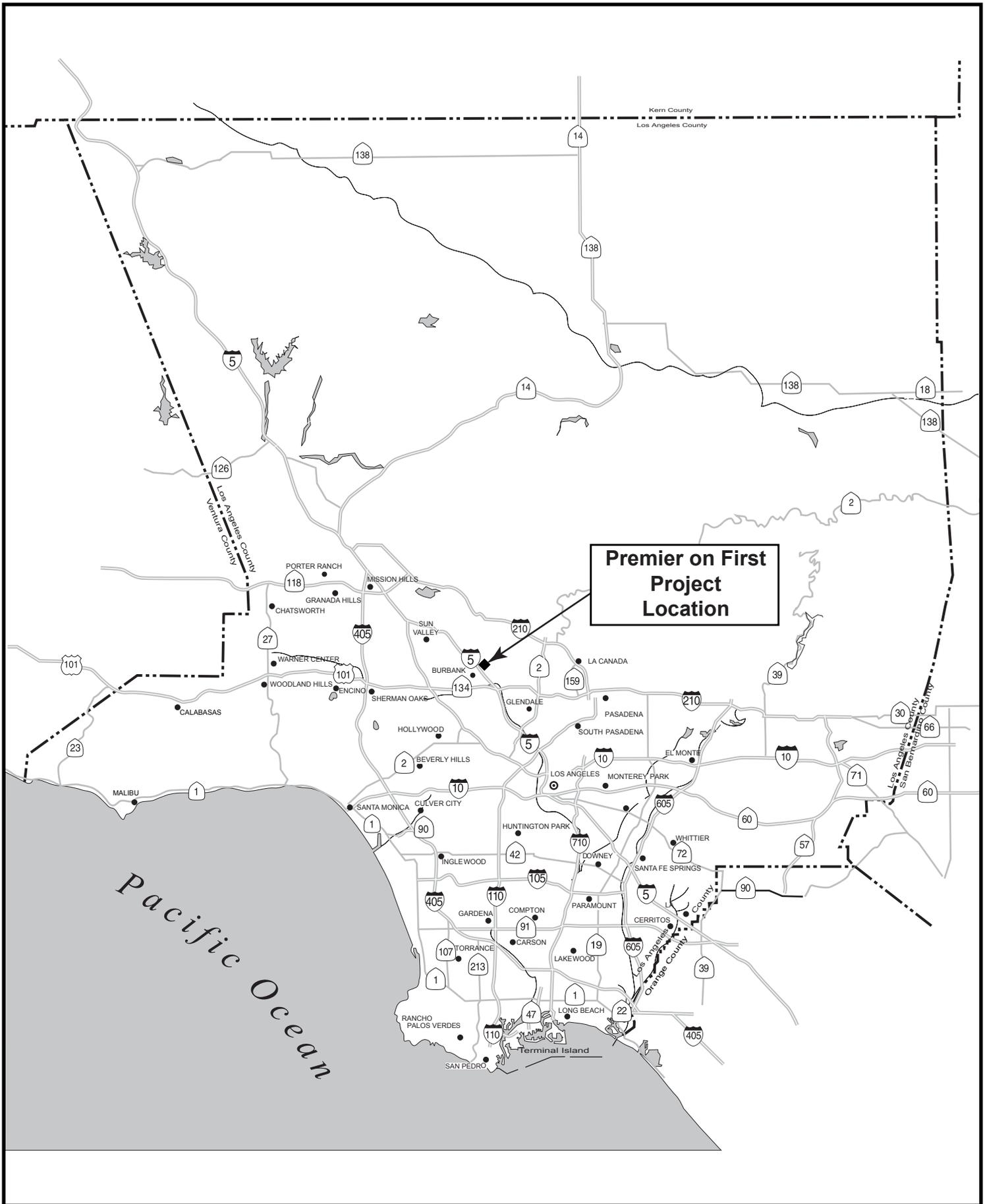
### EXISTING CONDITIONS

The Project Site includes approximately 77,475 square feet of lot area (1.8 acres). As shown in **Figure 2.0-2, Aerial View of Project Site**, the Project Site is currently developed with an office building and surface parking. As shown in **Figure 2.0-3, Site Survey**, the Project Site consists of 10 individual lots, Lots 11–20, located on Block 58. The office building is located on the northern half of the Project Site on Lots 16, 18, and 20. The office building is 2-stories in height and approximately 47,000 square feet in size. A total of 164 surface parking spaces are on the Project Site: 136 spaces on the southern half of the Project Site and 28 spaces on the northern half. An alleyway bisects the Project Site along South First Street, connecting to South San Fernando Boulevard on the northeast. Landscaping on the Project Site is characterized by minimal vegetation along the perimeter and includes street trees, shrubs, and other ornamental plants.

The Burbank2035 General Plan land use designation for the Project Site is Downtown Commercial. The Project Site is located within the Burbank Center Plan (BCP) area and is currently zoned Burbank Center Commercial Limited Business (BCC-2).

### SURROUNDING LAND USES

The Project Site is located in an area that is developed primarily with commercial uses. Surrounding uses include a mix of commercial and multifamily residential uses and surface parking lots. Bordering the Project Site to the north, across East Tujunga Avenue, are two 20-story hotel towers and related open space. To the west of the Project Site, across South First Street, are a 5-story hotel and a 1-story restaurant with related surface parking. A 2-story office 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 one single-family house. Adjacent to the Project Site's eastern boundary is a 10-story multifamily senior residential building along East Verdugo Avenue and an existing 1-story warehouse along East Tujunga Avenue.



SOURCE: Meridian Consultants, LLC - January 2016

FIGURE 2.0-1



Project Location



FIGURE 2.0-2



## 3.0 PROJECT DESCRIPTION

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### PROPOSED DEVELOPMENT

The Project would involve the demolition of an existing 2-story office building and surface parking and the construction of two 12- to 14-story (up to approximately 164-foot high) towers containing a mix of uses. The Project consists of two development scenarios that would be constructed in two phases. These scenarios are identified below as (1) Hotel Option and (2) Office Option.

The first phase of both scenarios consists of a residential tower on the southern side of the site that would include 154 multifamily units. The residential tower would include ground-level retail space, 3 levels of aboveground podium parking, 2 levels of subterranean parking, and 10 levels of residential units above the podium level. The 154 total dwelling units would consist of 114 one-bedroom and 40 two-bedroom units. Residential Levels 9 and 10 would make up the penthouse level of the residential tower. Proposed residential amenities would include a fitness center, roof deck, pool, and multipurpose meeting room.

Phase 2 of the proposed Project would involve the construction of the second tower under one of the two development scenarios. The following is a description of each development scenario.

#### Hotel Option (Phase 2A)

The Hotel Option would consist of a 13-story hotel tower with approximately 230 rooms. The tower would include ground-level retail/restaurant space, 3 levels of aboveground podium parking, 8 levels of hotel rooms, and a sky restaurant or banquet facility on the top level.

As shown in **Figure 3.0-1, Ground Level—Hotel Option**, the residential tower would consist of approximately 10,398 square feet of ground-level retail space, and the hotel tower would feature an additional 5,250 square feet of ground-floor retail. There would also be 2,562 square feet of restaurant space within the hotel. Each respective tower would also include a lobby for residents and hotel guests. The ground level would include loading docks located along the bisecting alley way.

**Figure 3.0-2, Subterranean Parking Level 1—Hotel Option** and **Figure 3.0-3, Subterranean Parking Level 2—Hotel Option**, depict the 2-level subterranean parking garage for the residential tower. There would be a total of 182 subterranean parking spaces provided for residential and retail uses. No subterranean parking would be built under the hotel. **Figure 3.0-4, Parking Level 1—Hotel Option**, **Figure 3.0-5, Parking Level 2—Hotel Option**, and **Figure 3.0-6, Parking Level 3—Hotel Option** depict the aboveground parking garages for both the residential and hotel towers, with a total of 263 and 258 parking spaces provided, respectively.

For the residential tower, vehicular access to both the aboveground and subterranean parking garage would be provided along East Verdugo Avenue. For the hotel tower, vehicular access to the aboveground parking garage would be provided along East Tujunga Avenue.

The podium level for each tower would be above the 3-level aboveground parking garages. As shown in **Figure 3.0-7, Podium Level—Hotel Option**, the residential tower's podium level would include 16 residential units and various recreational and shared common areas, including a fitness center, outdoor recreation deck with pool, and multipurpose room. As shown in **Figure 3.0-7**, the podium level for the hotel tower would include 23 hotel rooms, a fitness center, a meeting room, an outdoor recreation deck with pool and lounge, and a green roof deck along the Tujunga Avenue frontage.

As shown in **Figure 3.0-8, Typical Level—Hotel Option**, Residential Levels 2 through 8 of the residential tower would consist of 126 one- and two-bedroom units; and Hotel levels 2 through 8 would consist of 207 rooms. As shown in **Figure 3.0-9, Penthouse Level—Hotel Option**, Residential Levels 9 and 10 would consist of 12 penthouse loft and two-bedroom units.

**Figure 3.0-10, Sky Restaurant/Banquet Room Level—Hotel Option**, illustrates potential design alternatives for the top level of the hotel. The applicant has proposed to include either a 6,330-square-foot sky restaurant or a 6,100-square-foot banquet space. Both arrangements would include some outdoor terrace space. The banquet room arrangement would also include 9,500 square feet of subterranean space to accommodate back-of-house activities. The roof plan for both towers is depicted in **Figure 3.0-11, Roof Plan—Hotel Option**.

The building elevations of the two buildings are proposed for maximum heights of approximately 164 feet, as shown in **Figure 3.0-12, Verdugo Elevation—Hotel Option**; **Figure 3.0-13, First Street Elevation—Hotel Option**; and **Figure 3.0-14, Tujunga Elevation—Hotel Option**.

### **Office Option (Phase 2B)**

The Office Option would consist of a 12-story office tower with approximately 158,595 square feet of office space. The tower would include ground-level retail space, 3 levels of aboveground podium parking, 2 levels of subterranean parking, and 8 levels of office space over the aboveground podium parking. Characteristics of the residential component are the same as those previously identified for Phase 1, as described above.

As shown in **Figure 3.0-15, Ground Level—Office Option**, the office component would consist of approximately 11,728 square feet of ground-floor retail space. The ground level would also include loading docks located along the bisecting alleyway.

**Figure 3.0-16, Subterranean Parking Level 1—Office Option, and Figure 3.0-17, Subterranean Parking Level 2—Office Option,** depict the 2-level subterranean parking garage for both the residential and office towers. The subterranean levels of the office tower would include a total of 174 parking spaces.

**Figure 3.0-18, Parking Level 1—Office Option, Figure 3.0-19, Parking Level 2—Office Option, and Figure 3.0-20, Parking Level 3—Office Option,** depict the aboveground parking garages for both the residential and office towers. The aboveground parking garage for the office tower would include 255 parking spaces. Vehicle access for both aboveground and subterranean parking would be provided by entrance and exit ramps along East Tujunga Avenue.

The podium level for each tower would be above the 3-level aboveground parking garages. As shown in **Figure 3.0-21, Podium Level—Office Option,** the podium level for the office tower would include approximately 21,803 square feet of office space. As shown in **Figure 3.0-22, Typical Level—Office Option, Figure 3.0-23, Penthouse Level—Office Option, and Figure 3.0-24, Penthouse/Loft Level—Office Option,** Levels 2 through 8 of the office tower would consist of a total of 136,792 square feet of office space. The roof plan for both towers is depicted in **Figure 3.0-25, Roof Plan—Office Option.**

**Figure 3.0-26, Verdugo Elevation—Office Option, Figure 3.0-27, First Street Elevation—Office Option, and Figure 3.0-28, Tujunga Elevation—Office Option,** present building elevations at all three abutting streets.

## Architectural Design and Landscaping

As shown in the elevations, the Project would be designed in a modern style. The ground floor on each tower would have a glass storefront system and exposed architectural concrete structures. The Phase 1 (Residential) upper-story garage levels would have factory-painted metal baffles with glazed comers and exposed architectural concrete structures. The upper residential stories would integrate a glass curtain walls system with glass-fiber-reinforced concrete (GFRC) panels with integral color. The Phase 2 (Hotel/Office) upper-story garage levels would have stainless steel fabric screen with glazed comers and exposed architectural concrete structures. The Phase 2A (Hotel) levels integrate a glass curtain walls system with GFRC panels with integral color. The upper stories on the office building (Phase 2B) would have a glass curtain walls system.

Street trees and other planters would be installed around open areas on the ground level. The podium level and residential roof deck would also feature ornamental plantings.

## Construction

Construction of the Project is anticipated to take approximately 72 months and be completed by 2023. Phase 1 of the Project would begin in summer of 2017 and finish in summer of 2020. Upon completion of Phase 1, Phase 2 would begin in summer 2020 and finish in summer of 2023.

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 tower would commence with demolition and site-clearing activities. All existing improvements on the Project Site would be removed. 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.

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 lane and right-of-way closures, if required, will be properly permitted by the City and will conform to City standards.

## CITY OF BURBANK PLANNING ACTIONS

The following approval actions by the City of Burbank would be necessary for the Project:

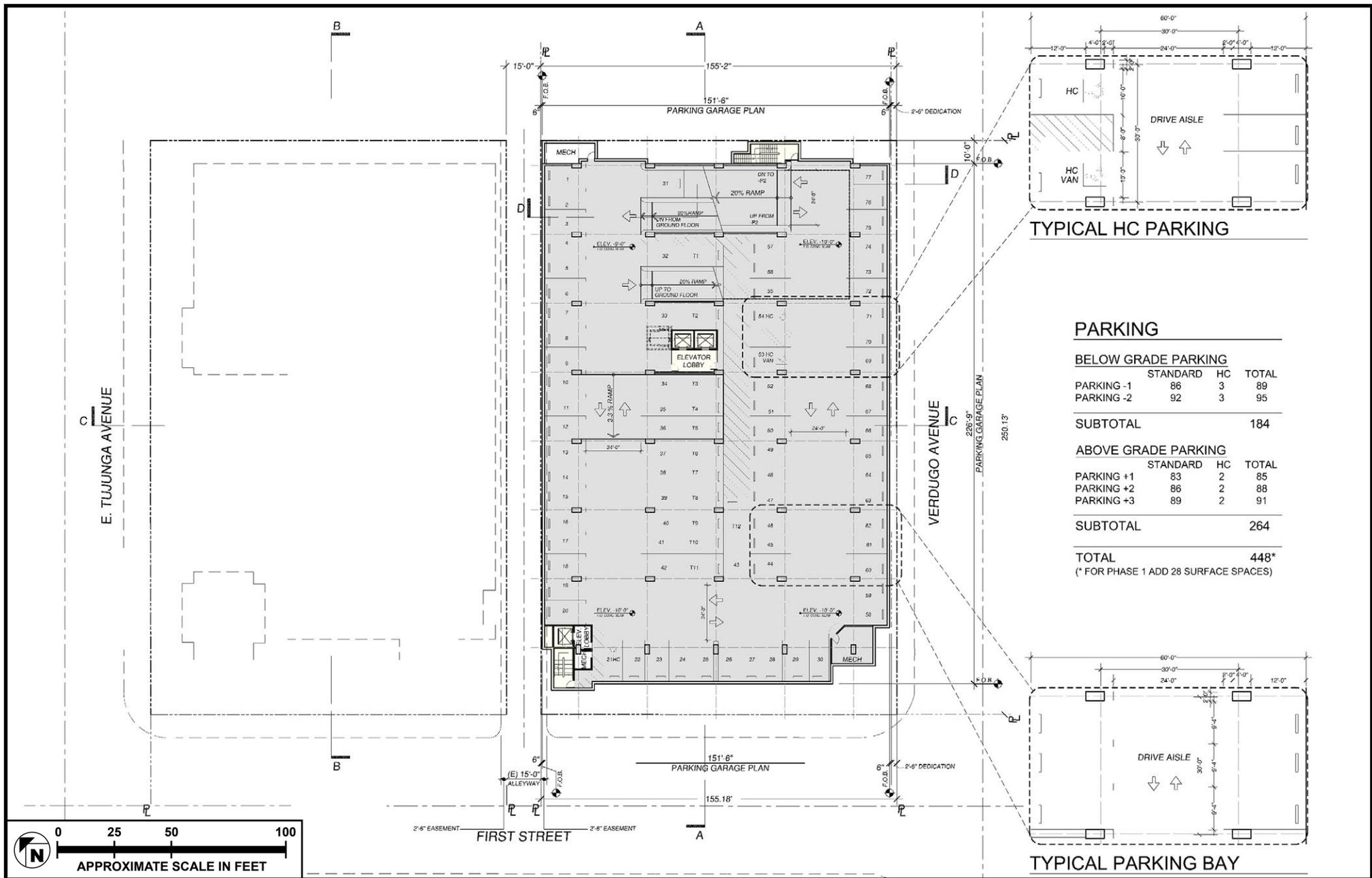
- Development Review
- Zone change from Burbank Center Commercial Limited Business (BCC-2) to Planned Development (PD), pursuant to Burbank Municipal Code 10-1-19121
- Development Agreement
- Engineering and building permits

## OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

In addition to the requested planning approvals, the Project may require additional permits and/or approvals from, including but not limited to, the following agencies:

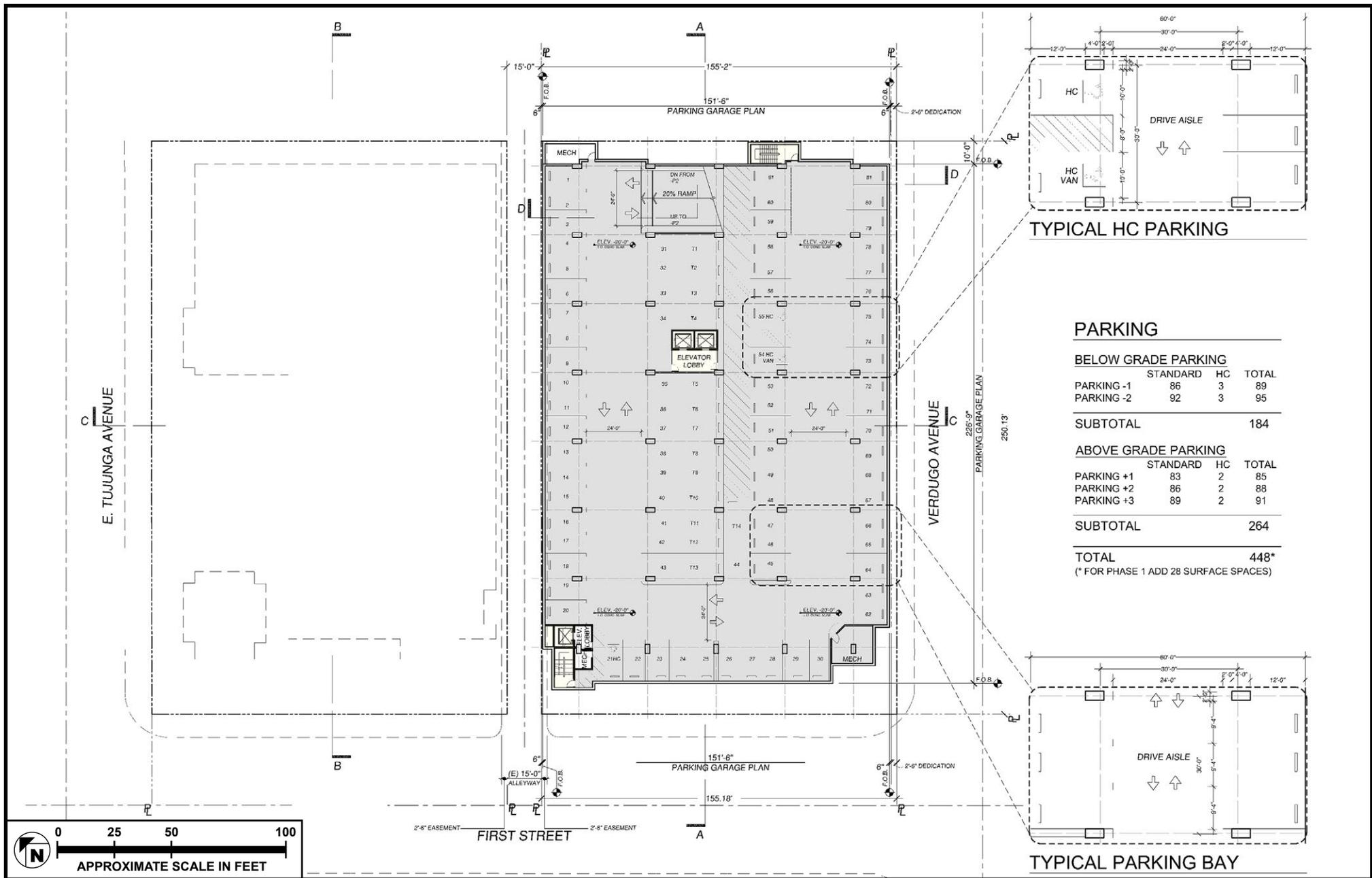
- Burbank Water and Power (BWP)
- Los Angeles County Department of Public Health (LADPH)
- Los Angeles Regional Water Quality Control Board (LARWQCB)
- South Coast Air Quality Management District (SCAQMD)
- California State Department of Transportation (Caltrans)
- Federal Aviation Administration, Obstruction Evaluation Division (FAA)





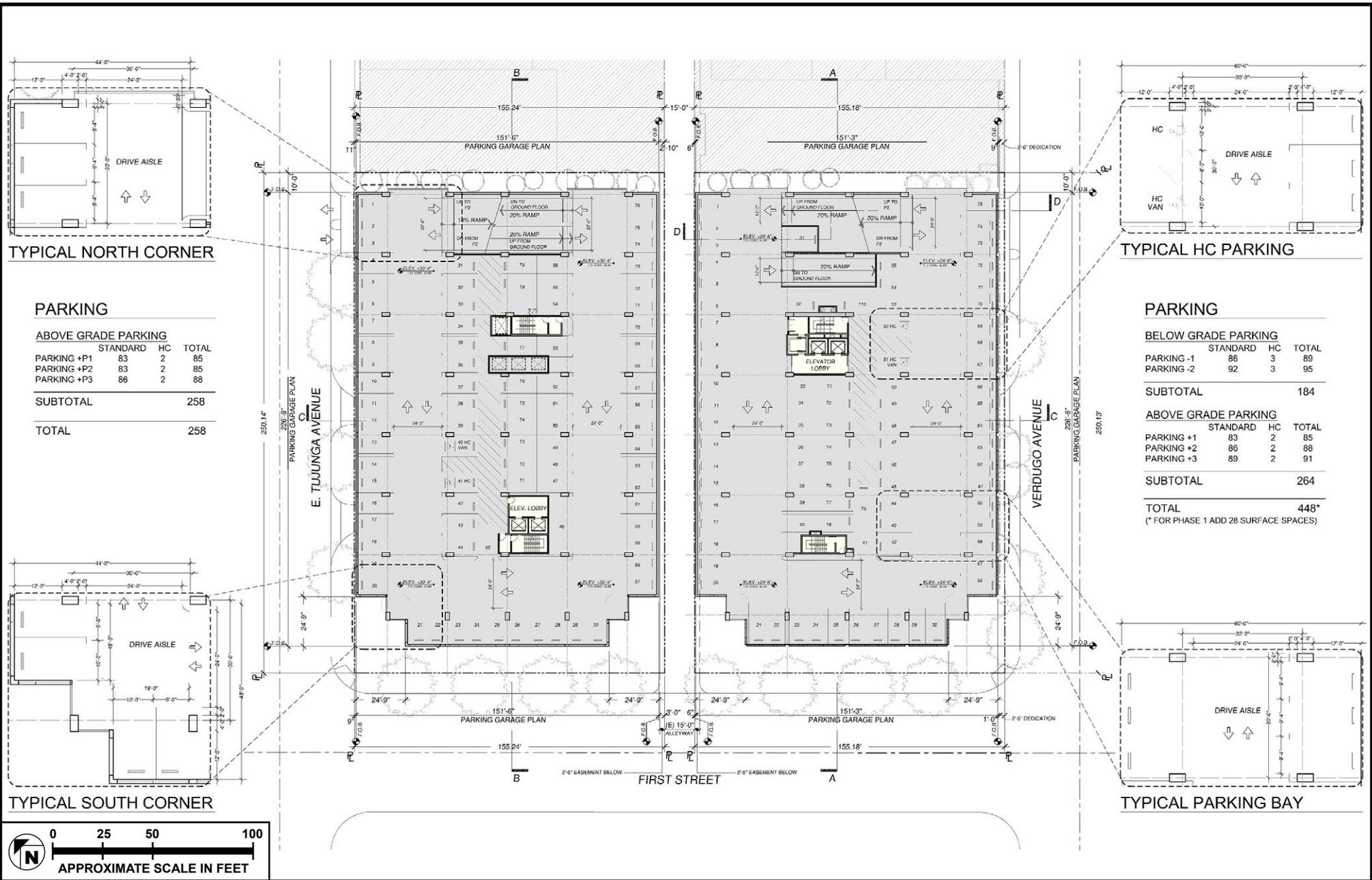
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-2



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-3



**PARKING**

ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +P1	83	2	85
PARKING +P2	83	2	85
PARKING +P3	86	2	88
<b>SUBTOTAL</b>			<b>258</b>
<b>TOTAL</b>			<b>258</b>

**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>

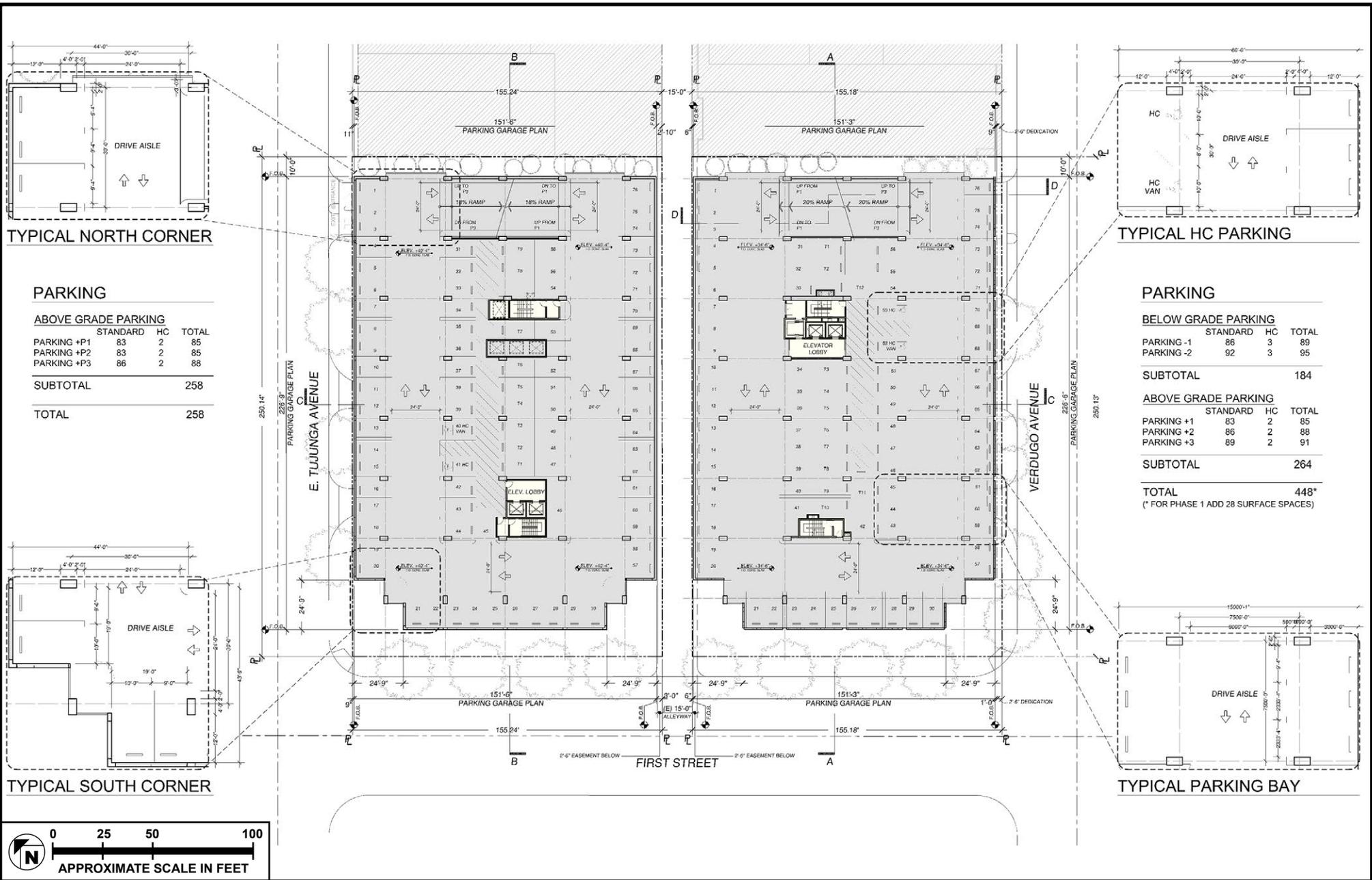
(\* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-4



Parking Level 1—Hotel Option



**PARKING**

ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +P1	83	2	85
PARKING +P2	83	2	85
PARKING +P3	86	2	88
<b>SUBTOTAL</b>			<b>258</b>
<b>TOTAL</b>			<b>258</b>

**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>

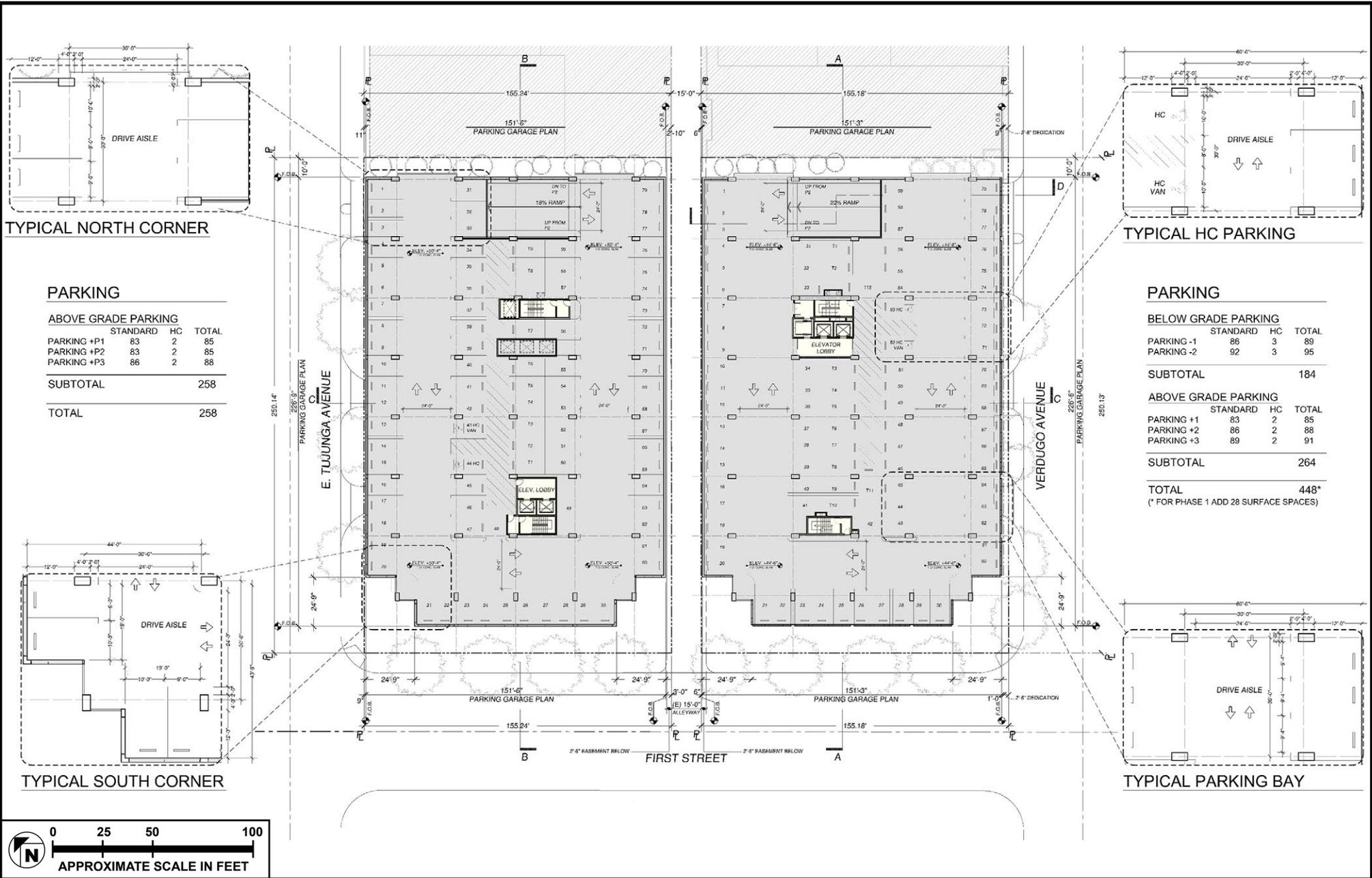
(\* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-5



Parking Level 2—Hotel Option



**PARKING**

ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +P1	83	2	85
PARKING +P2	83	2	85
PARKING +P3	86	2	88
<b>SUBTOTAL</b>			<b>258</b>
<b>TOTAL</b>			<b>258</b>

**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>
(* FOR PHASE 1 ADD 28 SURFACE SPACES)			

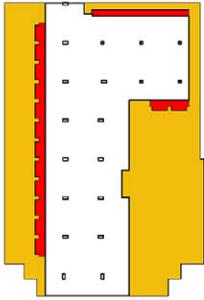
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-6



Parking Level 3—Hotel Option

**OPEN SPACE DIAGRAM**

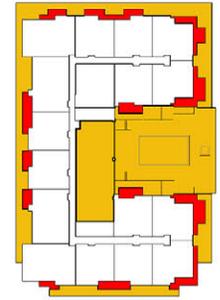


■ PODIUM LEVEL SHARED SPACE: 14,399 SF  
■ PODIUM LEVEL PRIVATE SPACE: 1,926 SF

**HOTEL ROOMS**

PODIUM LEVEL	
ROOMS	23
<b>TOTAL</b>	<b>23</b>
LOWER LEVELS (2ND-5TH FLOOR)	
ROOMS	30
<b>TOTAL</b>	<b>120</b>
UPPER LEVELS (6TH-8TH FLOOR)	
ROOMS	29
<b>TOTAL</b>	<b>87</b>
<b>GRAND TOTAL</b>	<b>230</b>

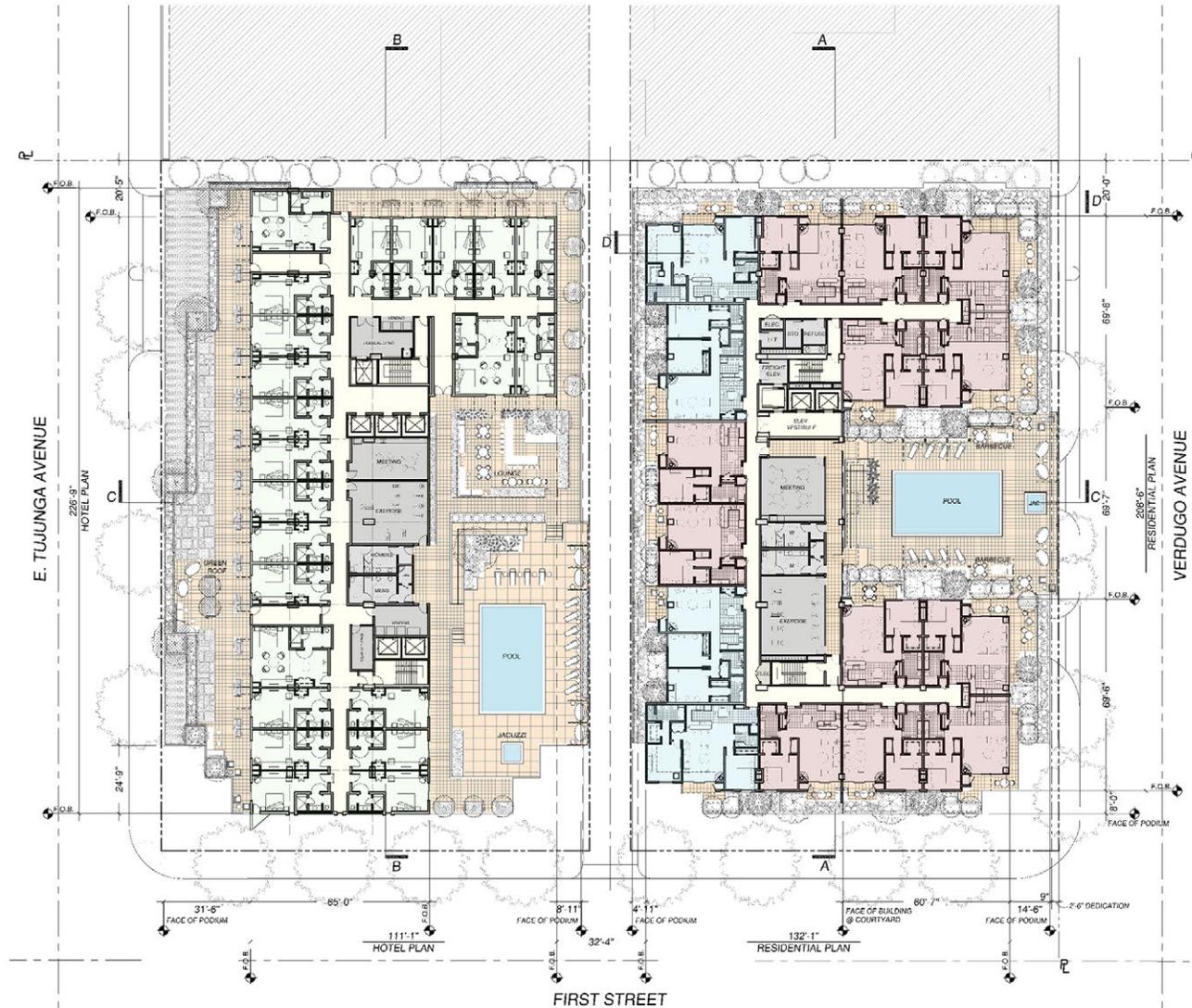
**OPEN & PRIVATE SPACE**



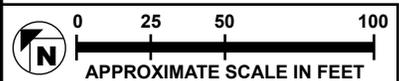
■ PODIUM LEVEL PRIVATE SPACE: 2,402 SF \*  
 \* 2,402 SF / 16 UNITS = 150 SF / UNIT  
■ PODIUM LEVEL SHARED OPEN/ AMENITY SPACE: 9,770 SF \*

**RESIDENTIAL UNITS**

PODIUM LEVEL		
	area	number
1 BEDRM.....	( 830sf - 880sf).....	12
2 BEDRM.....	(1,140sf - 1,150sf)....	4
<b>TOTAL</b>		<b>16</b>
TYPICAL LEVEL (2ND-8TH FLOOR)		
1 BEDRM.....	(830sf - 880sf).....	84
1 BEDRM + OFFICE.....	(1,100sf -1,150sf)....	14
2 BEDRM.....	(1,140sf -1,150sf)....	28
<b>TOTAL</b>		<b>126</b>
PENTHOUSE LEVEL		
1 - LOFT BEDRM.....	(1,405sf).....	2
1 - LOFT BEDRM + OFFICE ..	(1,800sf -1,860sf)....	2
2 BEDRM.....	(2,415sf).....	2
2 BEDRM + LOFT BEDRM.....	(2,690sf - 2,815sf)...	4
2 BEDRM + LOFT OFFICE.....	(2,125sf).....	2
<b>TOTAL</b>		<b>12</b>
<b>GRAND TOTAL</b>		<b>154</b>



\*SEE LANDSCAPE PLANS L-1, FOR SOFT & HARDSCAPE, STREET FURNITURE, BIKE RACKS, ART IN PUBLIC SPACES, ETC.

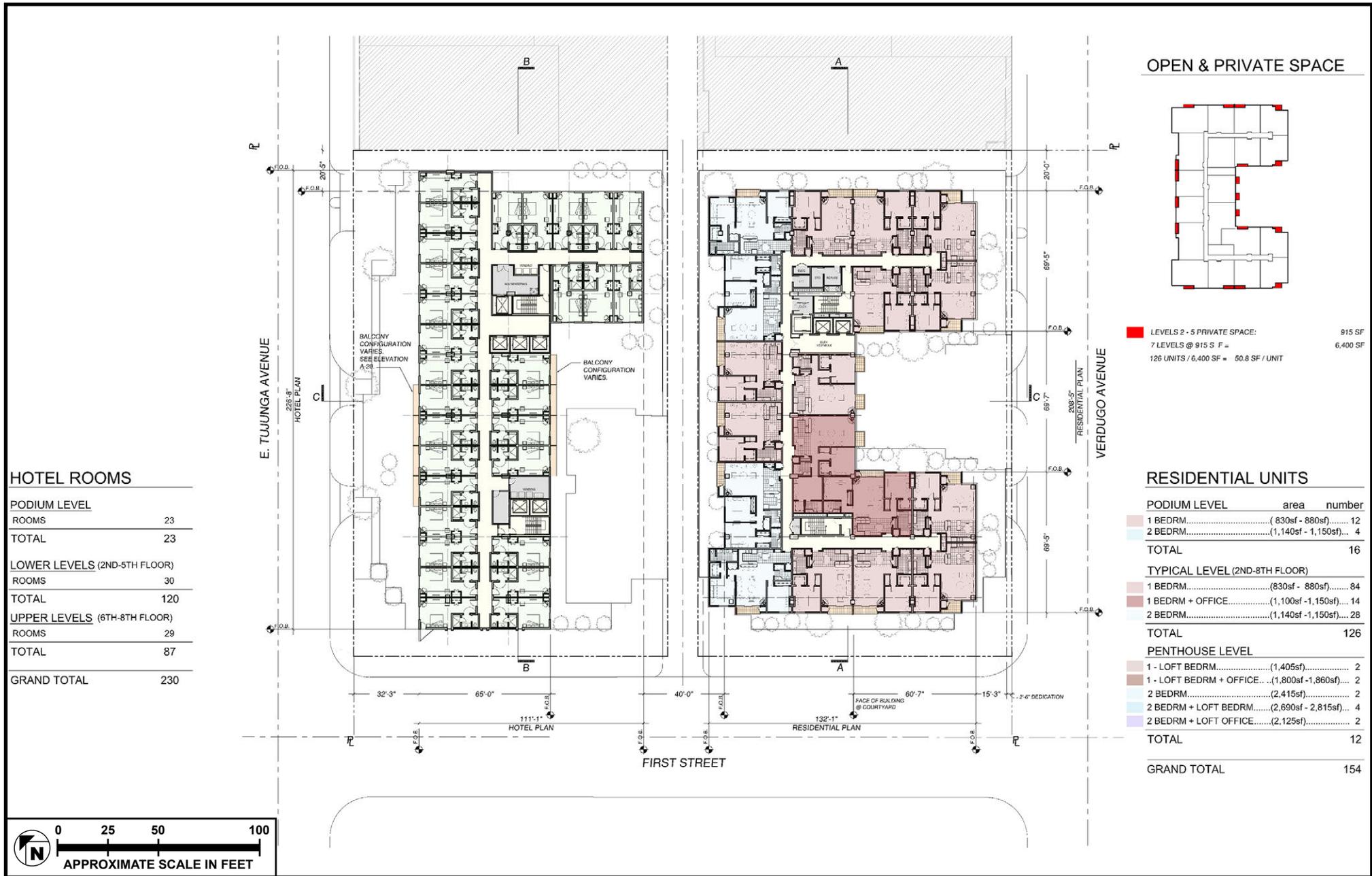


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-7

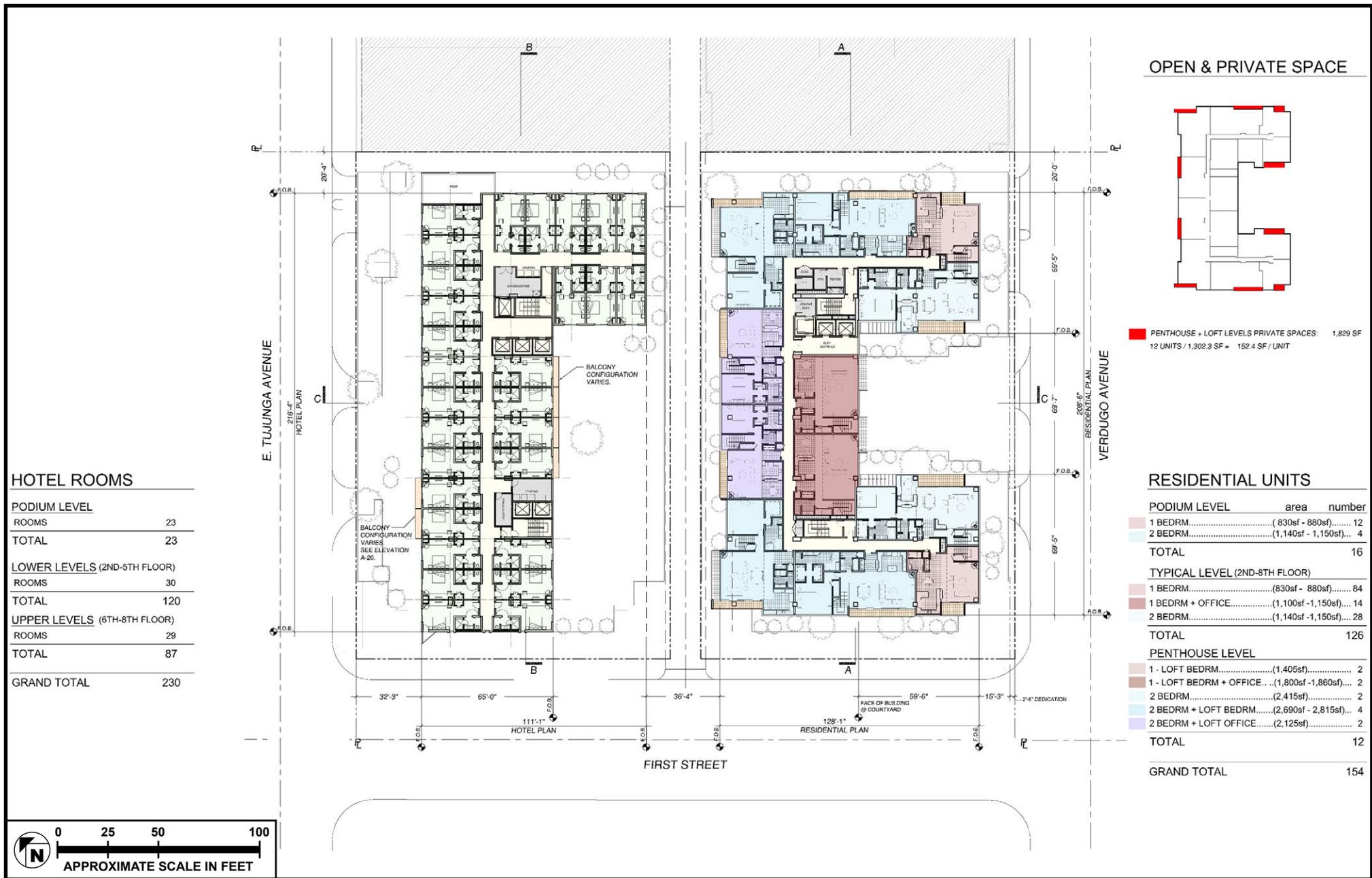


Podium Level—Hotel Option



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

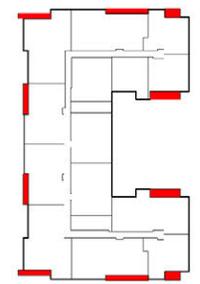
FIGURE 3.0-8



**HOTEL ROOMS**

<b>PODIUM LEVEL</b>	
ROOMS	23
<b>TOTAL</b>	<b>23</b>
<b>LOWER LEVELS (2ND-5TH FLOOR)</b>	
ROOMS	30
<b>TOTAL</b>	<b>120</b>
<b>UPPER LEVELS (6TH-8TH FLOOR)</b>	
ROOMS	29
<b>TOTAL</b>	<b>87</b>
<b>GRAND TOTAL</b>	<b>230</b>

**OPEN & PRIVATE SPACE**



**PENTHOUSE + LOFT LEVELS PRIVATE SPACES:** 1,829 SF  
 12 UNITS / 1,302.3 SF = 152.4 SF / UNIT

**RESIDENTIAL UNITS**

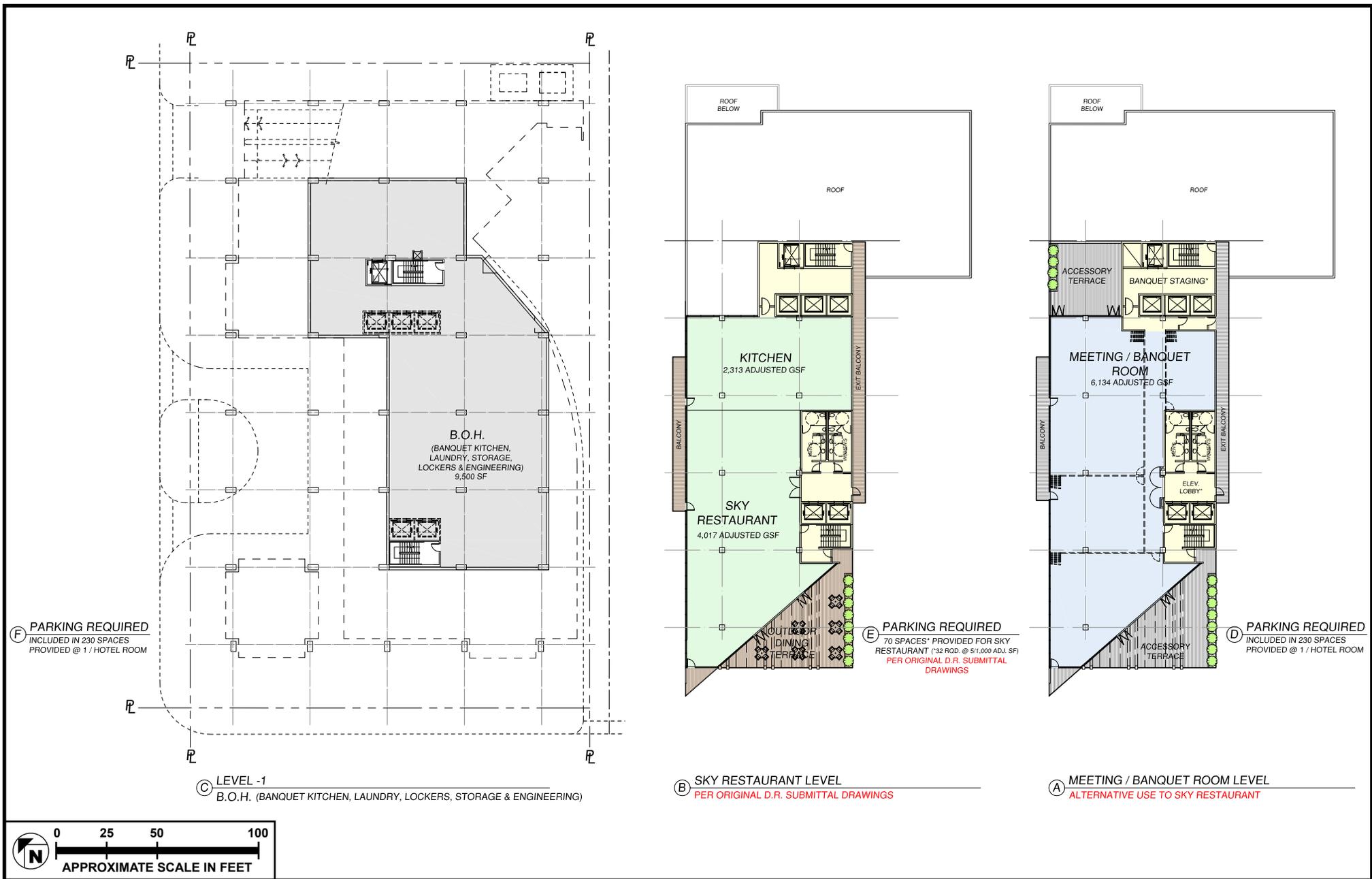
<b>PODIUM LEVEL</b>	
1 BEDRM..... ( 830sf - 880sf).....	12
2 BEDRM..... (1,140sf - 1,150sf)...	4
<b>TOTAL</b>	<b>16</b>
<b>TYPICAL LEVEL (2ND-8TH FLOOR)</b>	
1 BEDRM..... (830sf - 880sf).....	84
1 BEDRM + OFFICE..... (1,100sf - 1,150sf)...	14
2 BEDRM..... (1,140sf - 1,150sf).....	28
<b>TOTAL</b>	<b>126</b>
<b>PENTHOUSE LEVEL</b>	
1 - LOFT BEDRM..... (1,405sf).....	2
1 - LOFT BEDRM + OFFICE.. (1,800sf - 1,860sf)...	2
2 BEDRM..... (2,415sf).....	2
2 BEDRM + LOFT BEDRM..... (2,690sf - 2,815sf)...	4
2 BEDRM + LOFT OFFICE..... (2,125sf).....	2
<b>TOTAL</b>	<b>12</b>
<b>GRAND TOTAL</b>	<b>154</b>

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-9

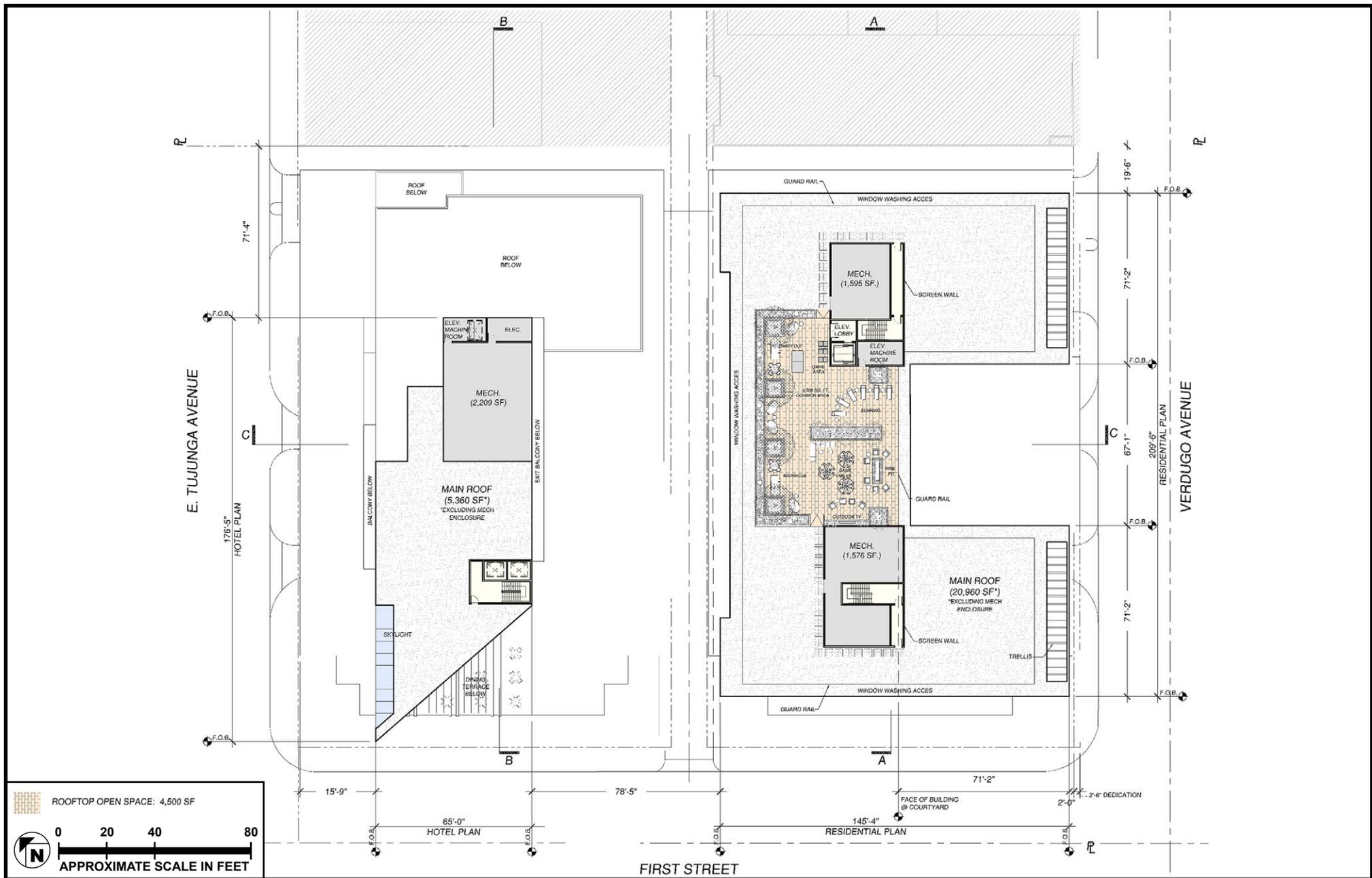


Penthouse Level—Hotel Option



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-10

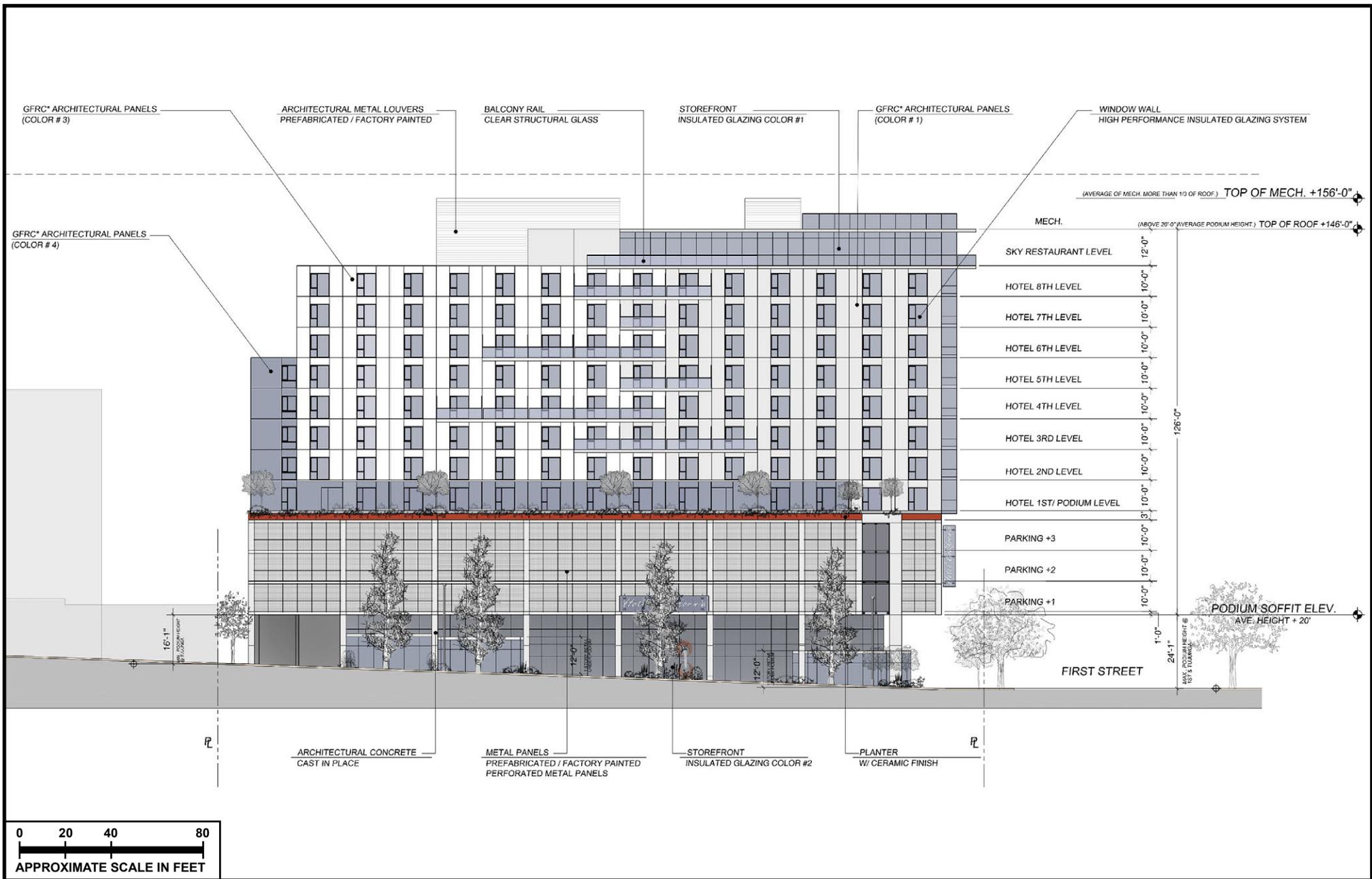


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-11







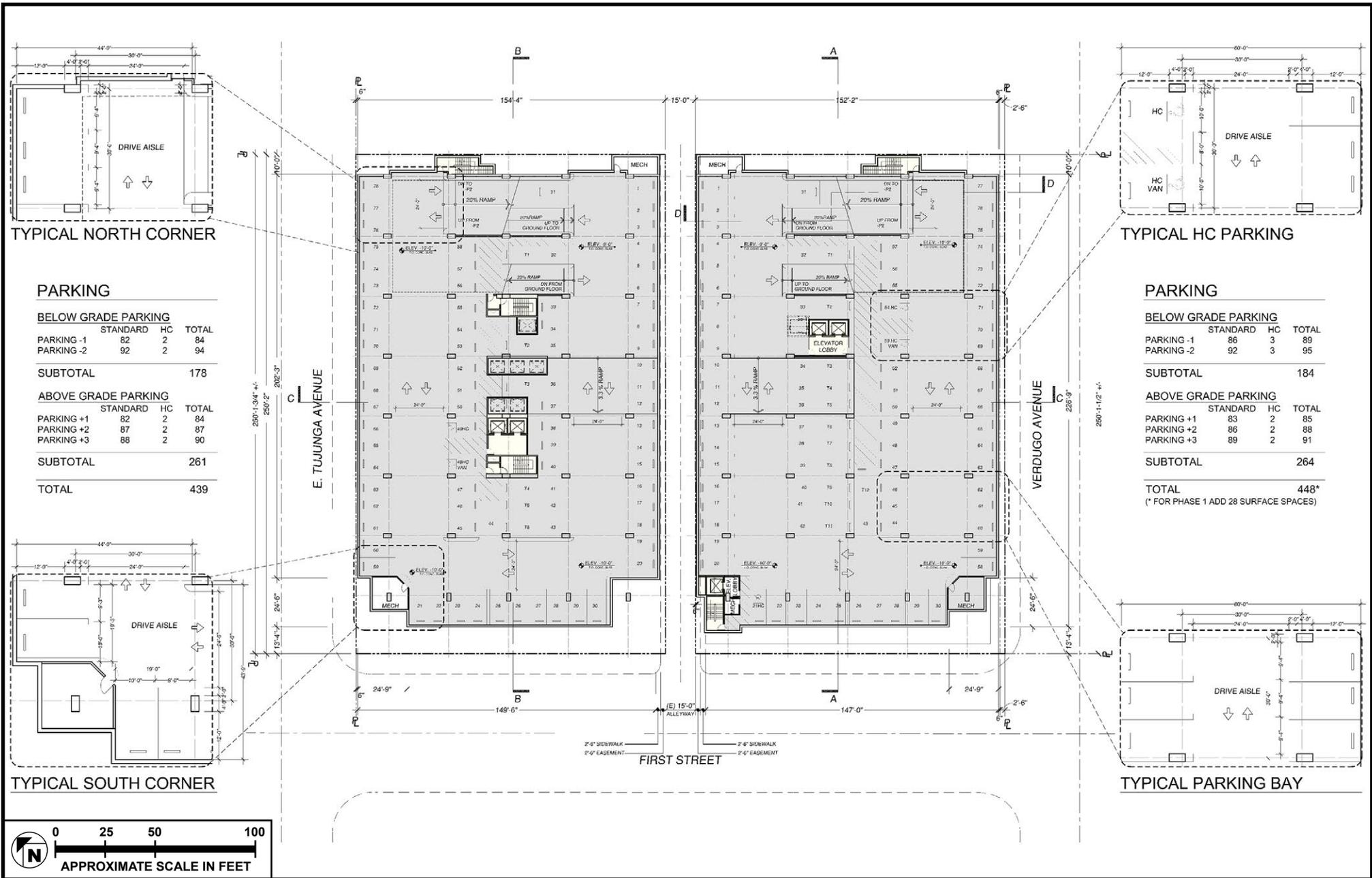
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-14



Tujunga Elevation—Hotel Option





**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	62	2	84
PARKING -2	92	2	94
<b>SUBTOTAL</b>			<b>178</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	82	2	84
PARKING +2	87	2	87
PARKING +3	88	2	90
<b>SUBTOTAL</b>			<b>261</b>
<b>TOTAL</b>			<b>439</b>

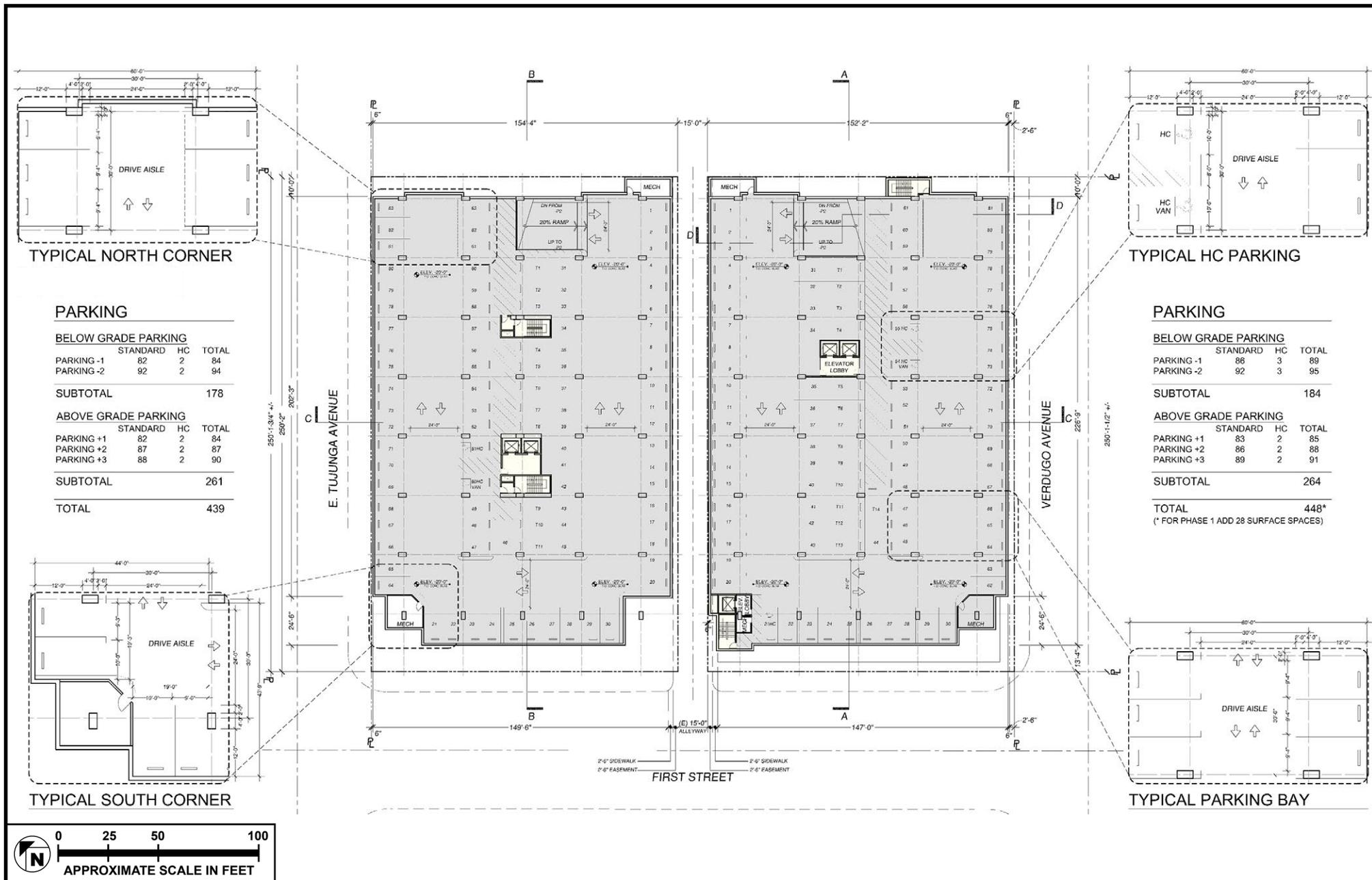
**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>
(* FOR PHASE 1 ADD 28 SURFACE SPACES)			

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-16

Subterranean Parking Level 1—Office Option



**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	82	2	84
PARKING -2	92	2	94
<b>SUBTOTAL</b>			<b>178</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	82	2	84
PARKING +2	87	2	87
PARKING +3	88	2	90
<b>SUBTOTAL</b>			<b>261</b>
<b>TOTAL</b>			<b>439</b>

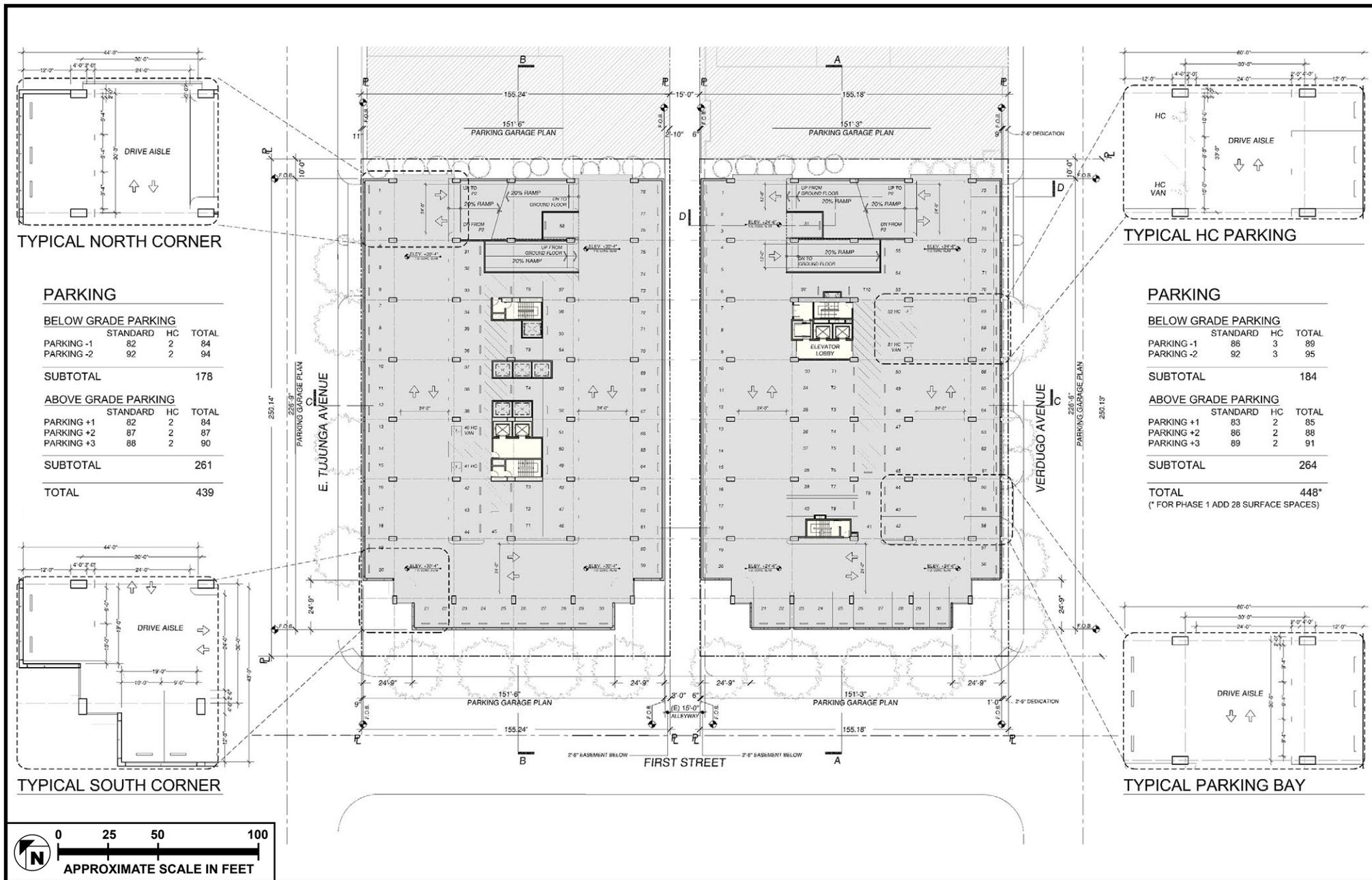
**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>

(\* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-17



**PARKING**

**BELOW GRADE PARKING**

	STANDARD	HC	TOTAL
PARKING -1	82	2	84
PARKING -2	92	2	94

SUBTOTAL 178

**ABOVE GRADE PARKING**

	STANDARD	HC	TOTAL
PARKING +1	82	2	84
PARKING +2	87	2	89
PARKING +3	88	2	90

SUBTOTAL 261

TOTAL 439

**PARKING**

**BELOW GRADE PARKING**

	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95

SUBTOTAL 184

**ABOVE GRADE PARKING**

	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91

SUBTOTAL 264

TOTAL 448\*

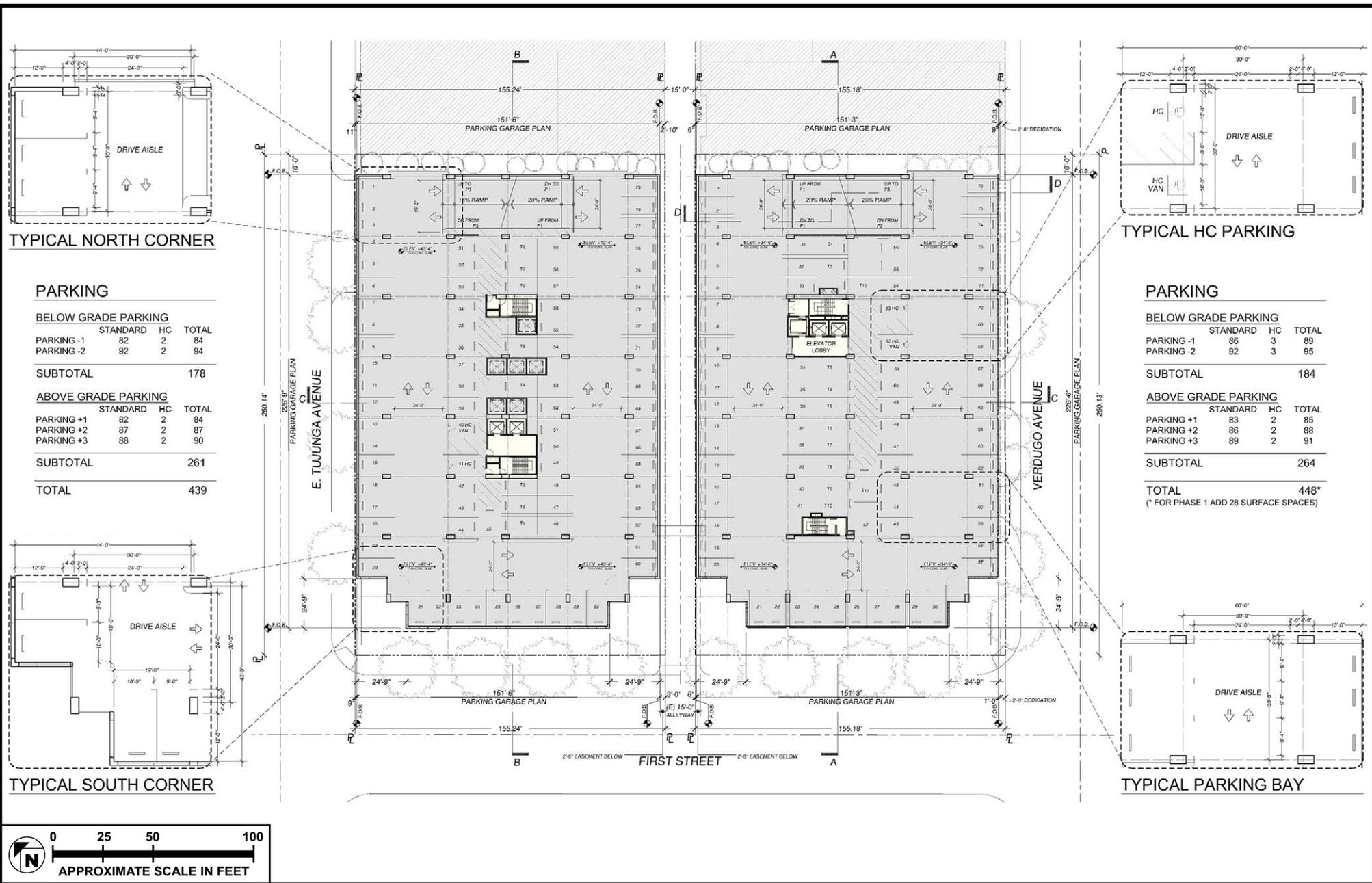
(\* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-18



Parking Level 1—Office Option



**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	82	2	84
PARKING -2	92	2	94
<b>SUBTOTAL</b>			<b>178</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	82	2	84
PARKING +2	87	2	89
PARKING +3	88	2	90
<b>SUBTOTAL</b>			<b>261</b>
<b>TOTAL</b>			<b>439</b>

**PARKING**

BELOW GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING -1	86	3	89
PARKING -2	92	3	95
<b>SUBTOTAL</b>			<b>184</b>
ABOVE GRADE PARKING			
	STANDARD	HC	TOTAL
PARKING +1	83	2	85
PARKING +2	86	2	88
PARKING +3	89	2	91
<b>SUBTOTAL</b>			<b>264</b>
<b>TOTAL</b>			<b>448*</b>

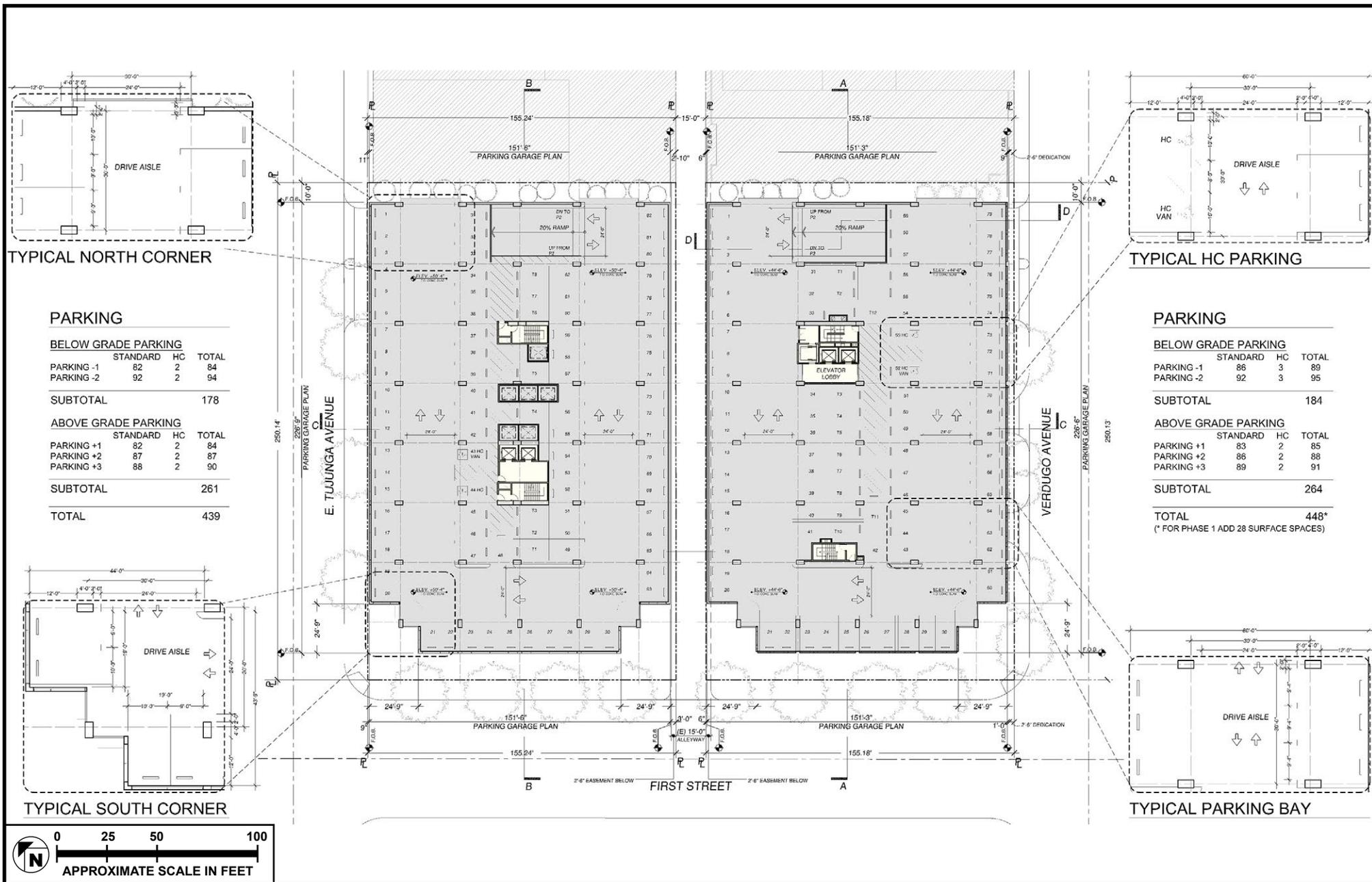
(\* FOR PHASE 1 ADD 28 SURFACE SPACES)

SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-19



Parking Level 2—Office Option



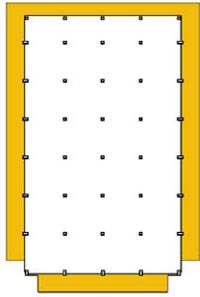
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-20



# Parking Level 3—Office Option

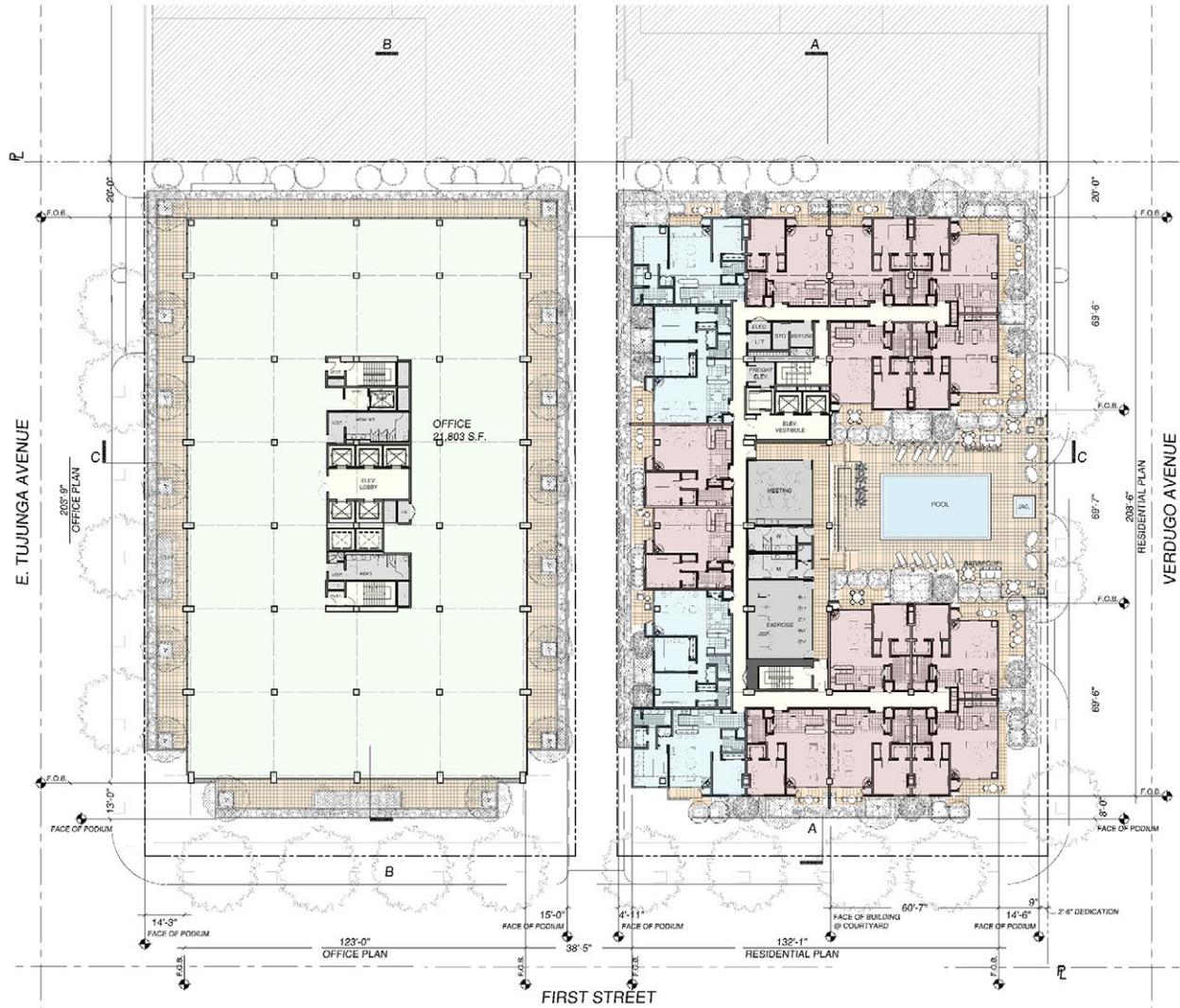
### OPEN SPACE DIAGRAM



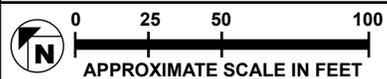
PODIUM LEVEL SHARED SPACE: 7,788 SF

### OFFICE SPACE

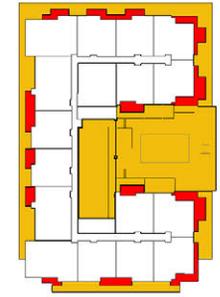
PODIUM LEVEL 1	21,803 SF
SUBTOTAL	21,803 SF
<b>2ND-5TH LEVELS</b>	
(*SF. PER LEVEL)	*22,044 SF
SUBTOTAL	88,176 SF
6TH LEVEL	16,100 SF
SUBTOTAL	16,100 SF
<b>7TH-8TH LEVELS</b>	
(*SF. PER LEVEL)	*16,258 SF
SUBTOTAL	32,516 SF
<b>TOTAL</b>	<b>158,595 SF</b>



\*SEE LANDSCAPE PLANS L-2, FOR SOFT & HARDSCAPE, STREET FURNITURE, BIKE RACKS, ART IN PUBLIC SPACES, ETC.



### OPEN & PRIVATE SPACE



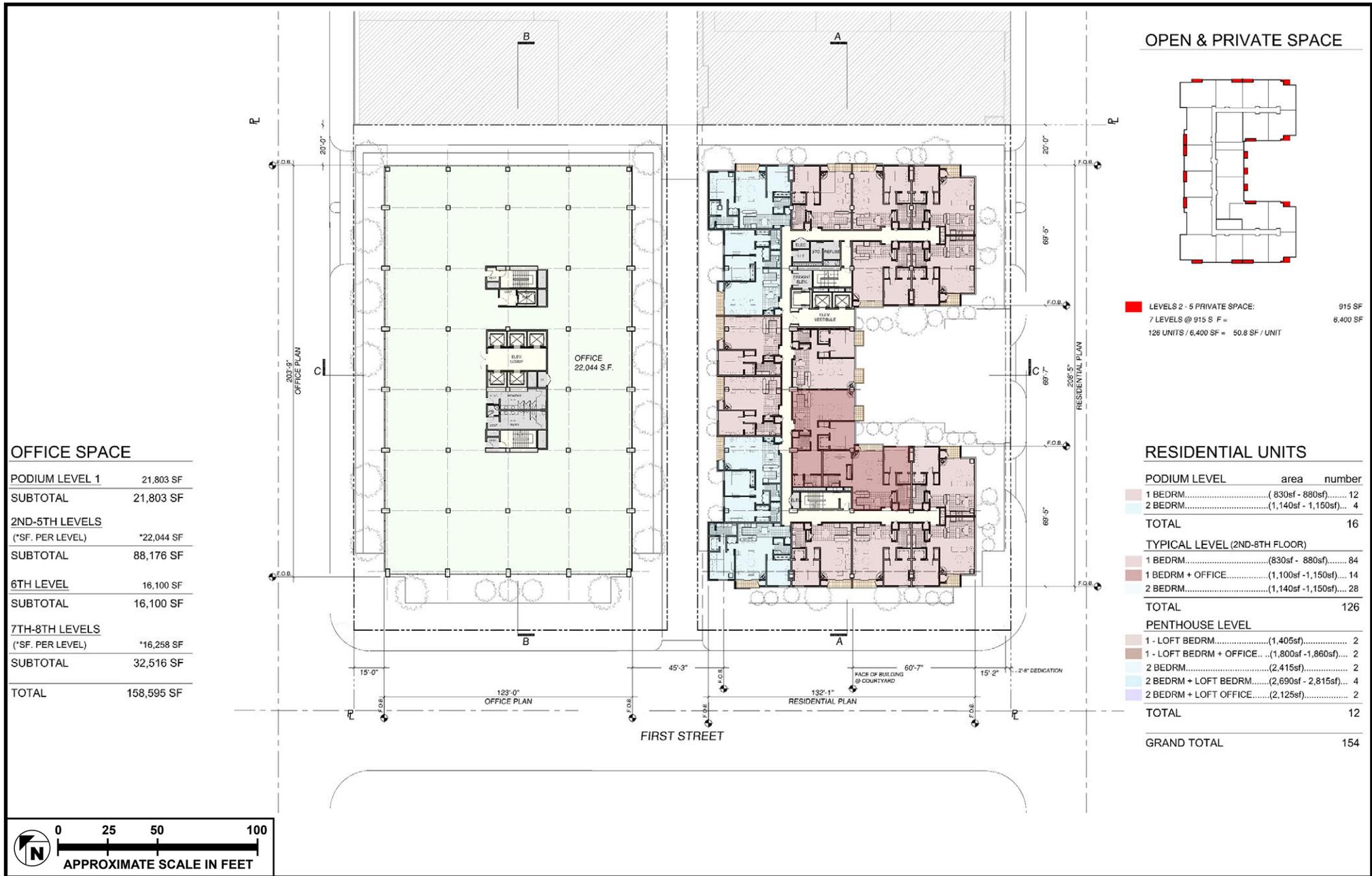
PODIUM LEVEL PRIVATE SPACE: 2,402 SF \*  
 \*2,402 SF/ 16 UNITS = 150 SF/ UNIT  
 PODIUM LEVEL SHARED OPEN AMENITY SPACE: 9,770 SF \*

### RESIDENTIAL UNITS

PODIUM LEVEL	area	number
1 BEDRM.....	( 830sf - 880sf).....	12
2 BEDRM.....	(1,140sf - 1,150sf)....	4
<b>TOTAL</b>		<b>16</b>
<b>TYPICAL LEVEL (2ND-8TH FLOOR)</b>		
1 BEDRM.....	(830sf - 880sf).....	84
1 BEDRM + OFFICE.....	(1,100sf - 1,150sf)....	14
2 BEDRM.....	(1,140sf - 1,150sf)....	28
<b>TOTAL</b>		<b>126</b>
<b>PENTHOUSE LEVEL</b>		
1 - LOFT BEDRM.....	(1,405sf).....	2
1 - LOFT BEDRM + OFFICE.....	(1,800sf - 1,860sf)....	2
2 BEDRM.....	(2,415sf).....	2
2 BEDRM + LOFT BEDRM.....	(2,690sf - 2,815sf)...	4
2 BEDRM + LOFT OFFICE.....	(2,125sf).....	2
<b>TOTAL</b>		<b>12</b>
<b>GRAND TOTAL</b>		<b>154</b>

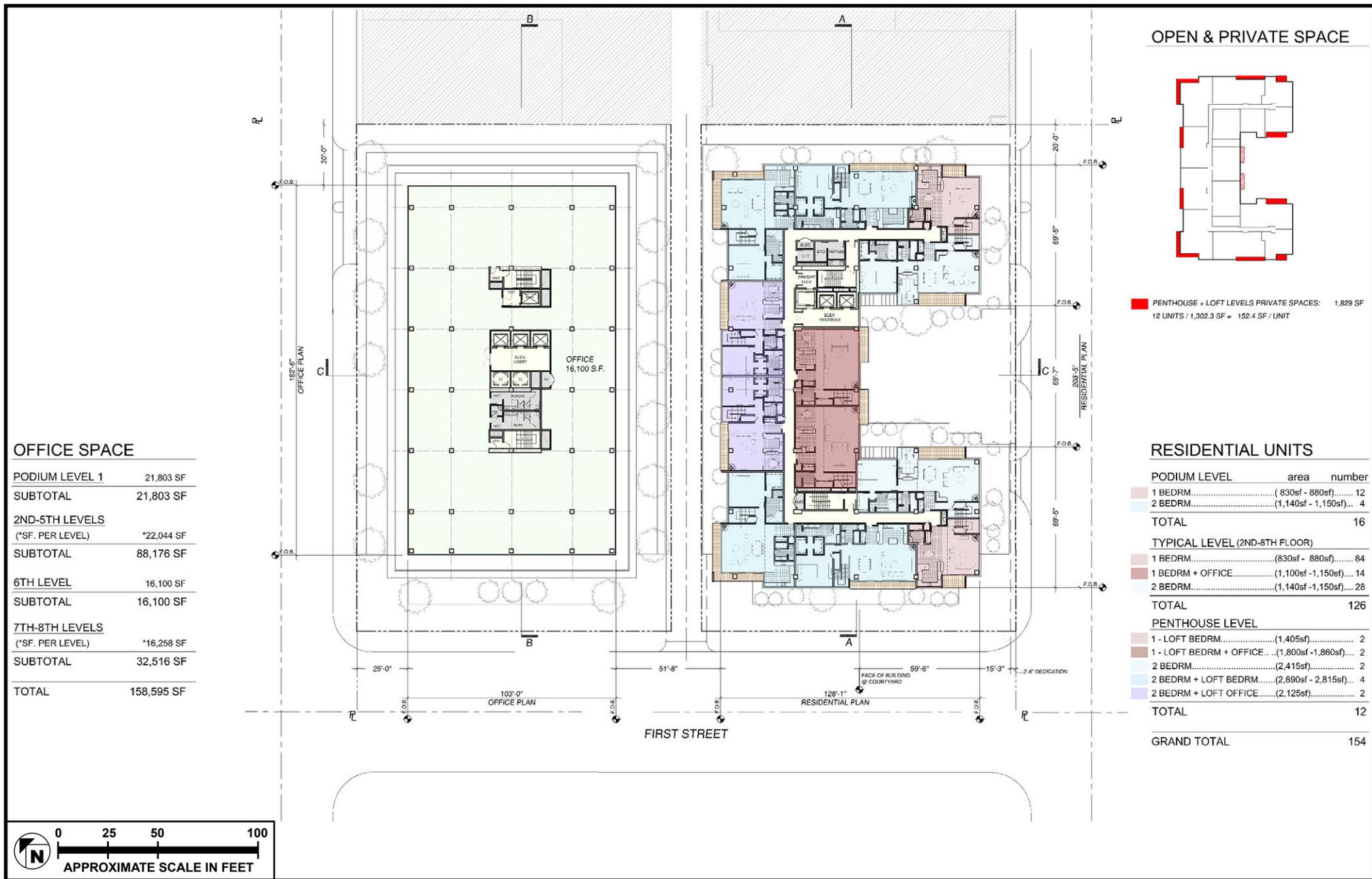
SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-21



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

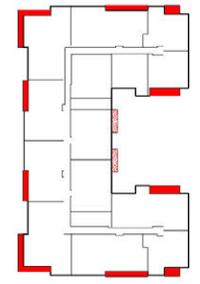
FIGURE 3.0-22



**OFFICE SPACE**

PODIUM LEVEL 1	21,803 SF
<b>SUBTOTAL</b>	<b>21,803 SF</b>
<b>2ND-5TH LEVELS</b>	
(*SF. PER LEVEL)	*22,044 SF
<b>SUBTOTAL</b>	<b>88,176 SF</b>
<b>6TH LEVEL</b>	
	16,100 SF
<b>SUBTOTAL</b>	<b>16,100 SF</b>
<b>7TH-8TH LEVELS</b>	
(*SF. PER LEVEL)	*16,258 SF
<b>SUBTOTAL</b>	<b>32,516 SF</b>
<b>TOTAL</b>	<b>158,595 SF</b>

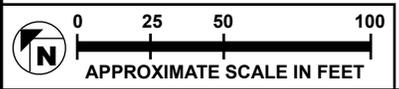
**OPEN & PRIVATE SPACE**



**PENTHOUSE + LOFT LEVELS PRIVATE SPACES:** 1,829 SF  
 12 UNITS / 1,302.3 SF = 152.4 SF / UNIT

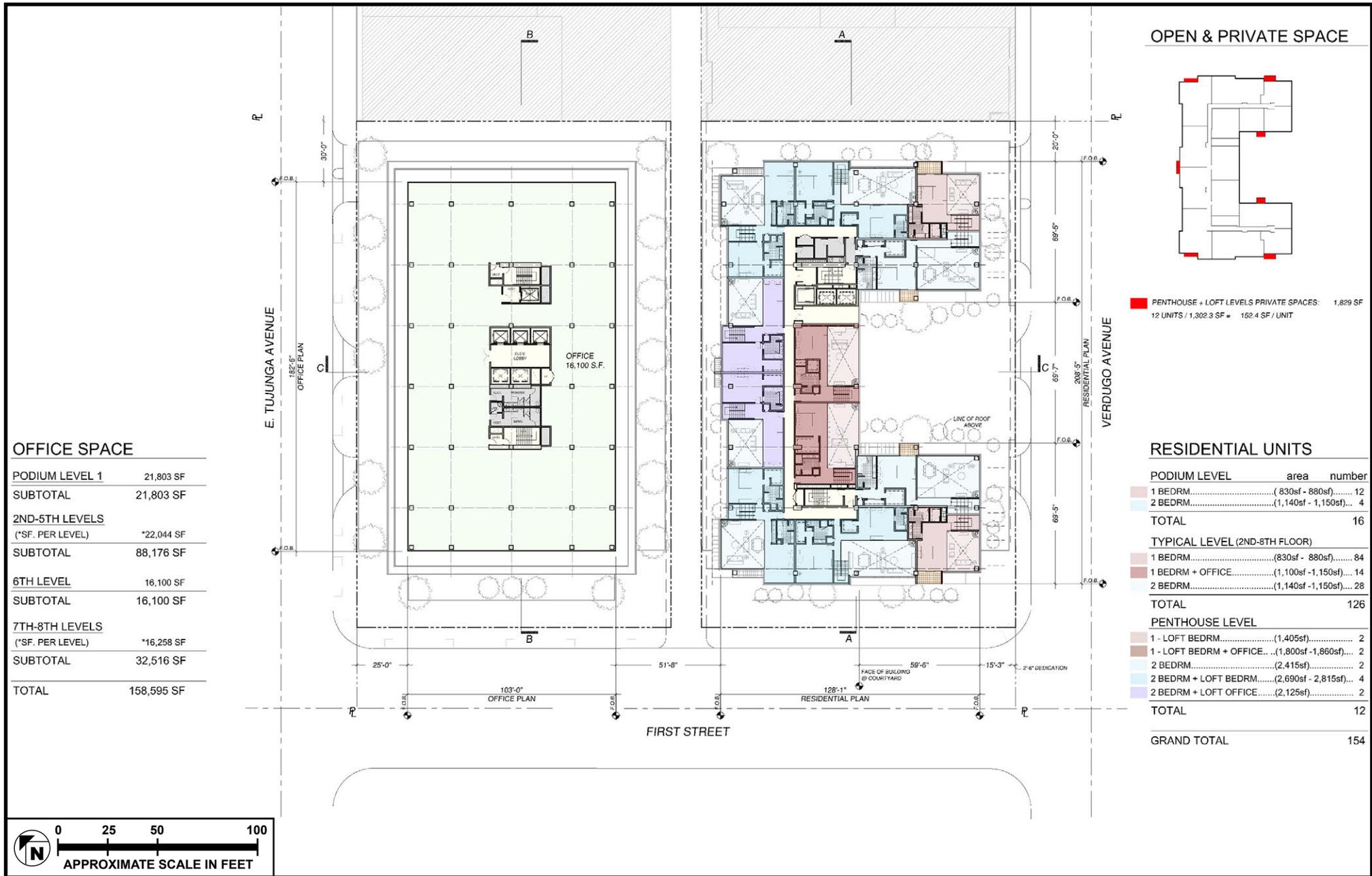
**RESIDENTIAL UNITS**

PODIUM LEVEL	area	number
1 BEDRM.....	( 830sf - 880sf).....	12
2 BEDRM.....	(1,140sf - 1,150sf)....	4
<b>TOTAL</b>		<b>16</b>
<b>TYPICAL LEVEL (2ND-8TH FLOOR)</b>		
1 BEDRM.....	(830sf - 880sf).....	84
1 BEDRM + OFFICE.....	(1,100sf - 1,150sf)....	14
2 BEDRM.....	(1,140sf - 1,150sf)....	28
<b>TOTAL</b>		<b>126</b>
<b>PENTHOUSE LEVEL</b>		
1 - LOFT BEDRM.....	(1,405sf).....	2
1 - LOFT BEDRM + OFFICE..	(1,800sf - 1,860sf)....	2
2 BEDRM.....	(2,415sf).....	2
2 BEDRM + LOFT BEDRM.....	(2,690sf - 2,815sf)...	4
2 BEDRM + LOFT OFFICE.....	(2,125sf).....	2
<b>TOTAL</b>		<b>12</b>
<b>GRAND TOTAL</b>		<b>154</b>



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-23



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-24

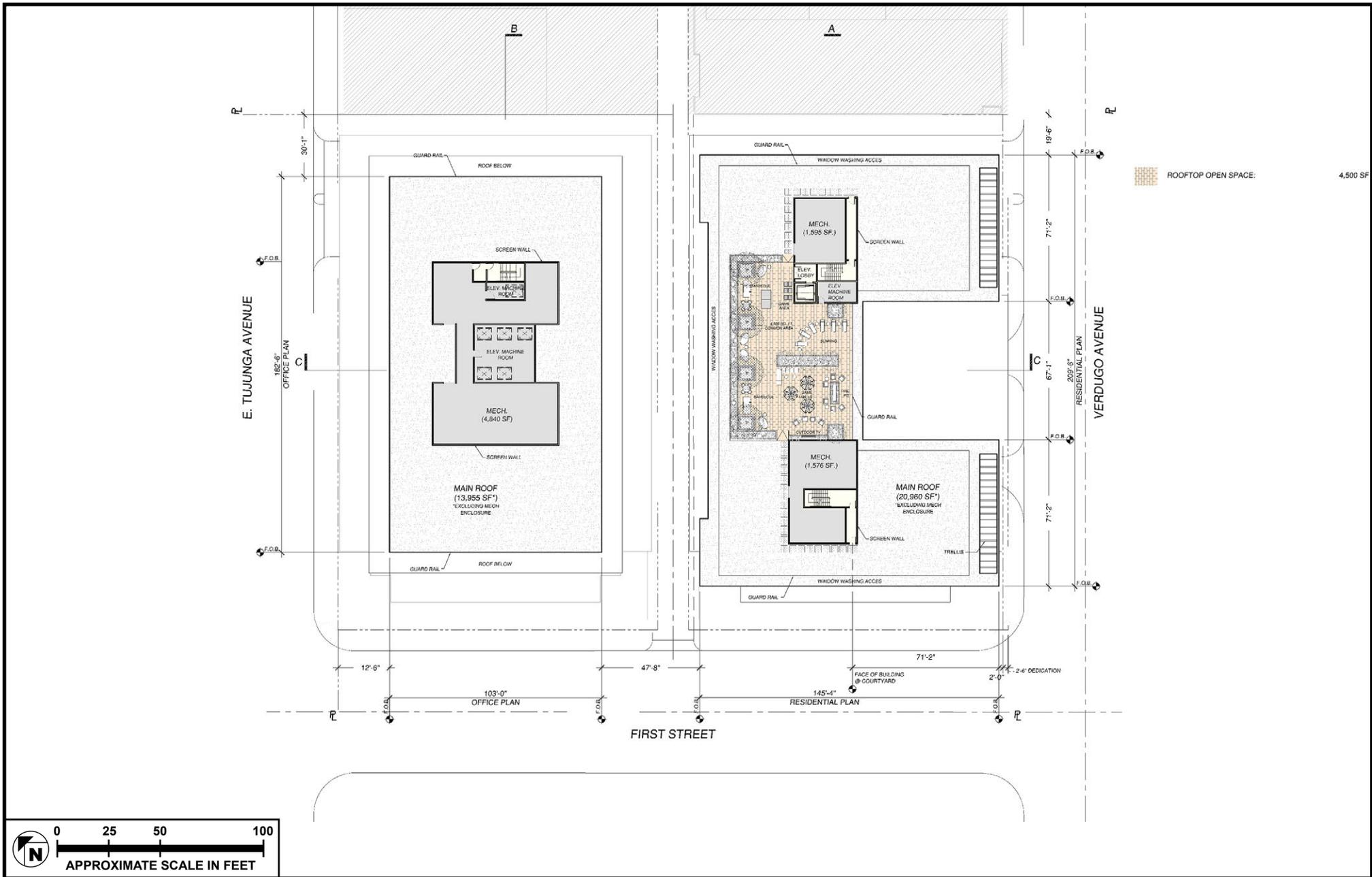
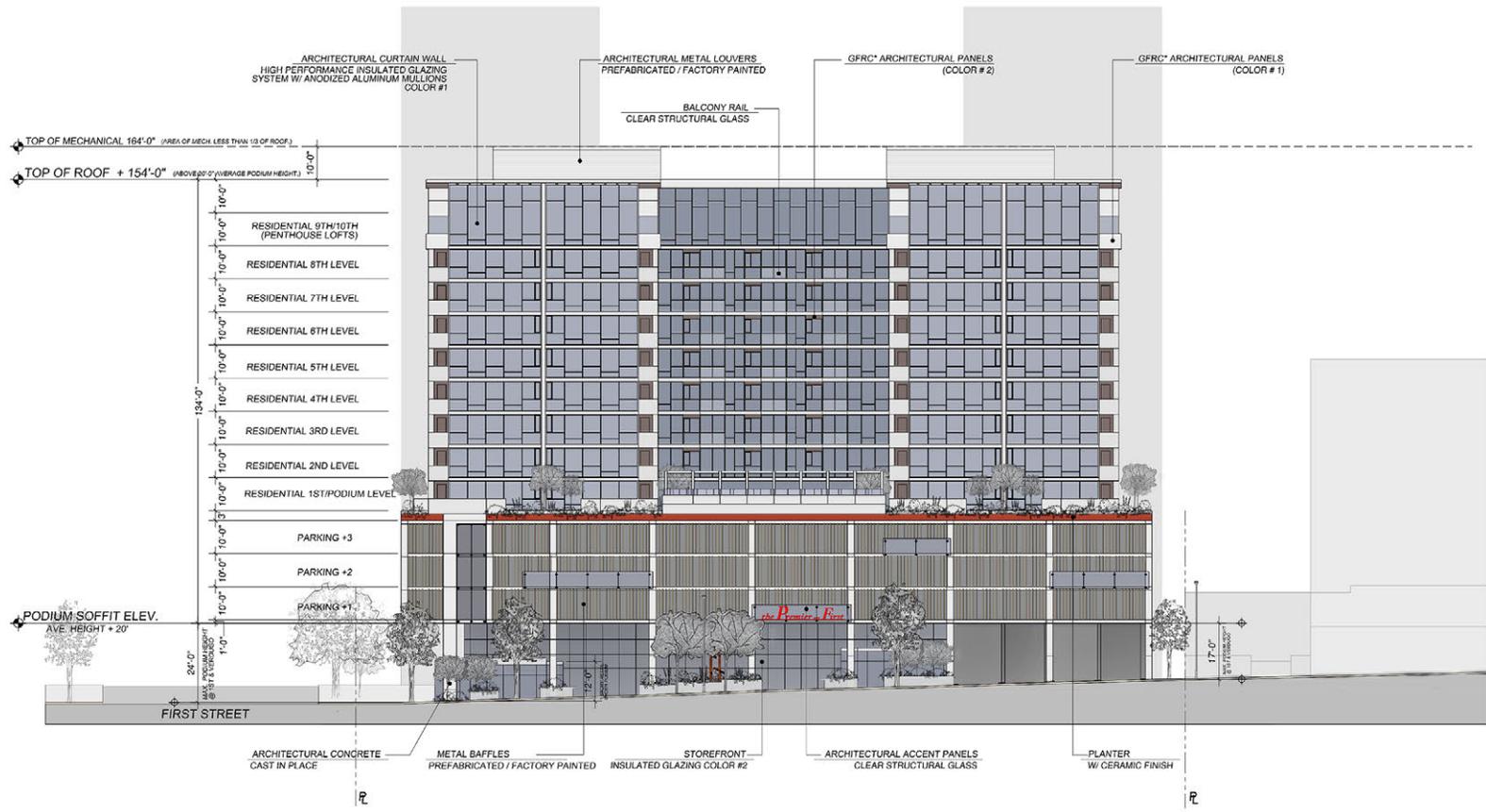


FIGURE 3.0-25

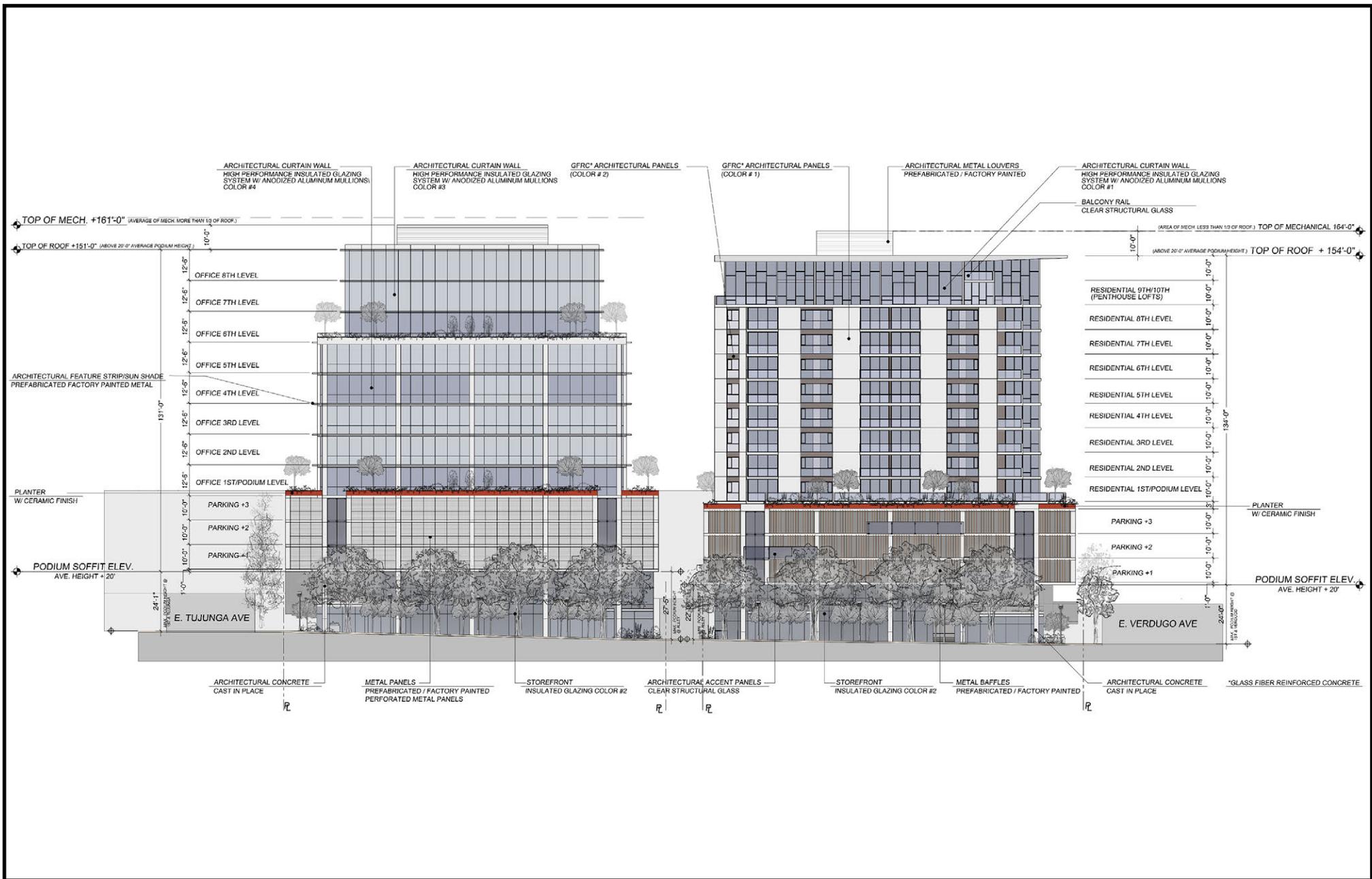


SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-26

**Meridian**  
Consultants

Verdugo Elevation—Office Option



SOURCE: Daniel Chudnovsky, A.I.A. Architects, Inc. - 2015

FIGURE 3.0-27



## 4.0 ENVIRONMENTAL ANALYSIS

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

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would involve at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

### DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

### 4.1 AESTHETICS

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

### Discussion

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

**Less than Significant Impact.** Scenic vistas within the City include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the southwest. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource.<sup>1</sup> Orientation of the street network maximizes public access to these views, with streets east of Interstate 5 (I-5) oriented toward the Verdugo Mountains.<sup>2</sup> The Project Site is located in a developed, urban area of Burbank 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 Project would not obstruct views along streets and would not substantially affect views from distant points. Some views of the Santa Monica Mountains from the residential tower adjacent to the Project or from the nearby Holiday Inn would be obstructed. However, obstruction of a few private views is not generally regarded as a significant environmental impact. As such, impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

1 City of Burbank, Burbank2035: General Plan, “Open Space and Conservation Element” (February 19, 2013).

2 City of Burbank, Burbank2035: Environmental Impact Report [EIR] (February 19, 2013) , p. 4.1-1.

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

**Less than Significant Impact.** No unique natural features or other visual resources are located on the Project Site. The Project Site is neither close to nor visible from a State scenic highway. As such, the Project would not substantially damage scenic resources. Impacts would be less than significant, and no further evaluation is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Potentially Significant Impact.** The Project would replace the existing 2-story building and surface parking with a 12- or 13-story tower and a 14-story tower. As such, the Project would substantially alter the visual character of the site. Therefore, the Project could result in significant impacts. This issue will be evaluated in the environmental impact report (EIR).

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to introduce new sources of light or glare on the Project Site that would be incompatible with the areas surrounding the Project Site or that would pose a safety hazard, such as to motorists utilizing adjacent streets. In addition, a significant impact could occur if the Project were to cast extensive shadows on shade-sensitive uses.

The Project would include artificial lighting to illuminate the building frontages, aboveground parking garages, common open space areas, and recreation decks; and largely to provide adequate night visibility for residents, employees, and visitors, as well as a measure of security. In addition, the change in building height on the site from 2 stories to up to 14 stories would result in more extensive shadows. As such, the Project could create new sources of substantial light and shadow. Therefore, the Project could result in significant impacts. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

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

### Discussion

**No Impact.** The Project Site is located within a developed and urbanized area of the City of Burbank. No farmland or agricultural activity exists on or near the Project Site. According to the EIR for the *Burbank2035* General Plan, no designated Important Farmland or forestland is located within the City.<sup>3</sup> Also, no Williamson Act contracts are located within the City. The Project Site is currently developed and would not result in the conversion of agricultural lands and forestlands to urbanized uses. No impacts would occur, and no further evaluation is required.

**Mitigation Measures:** No mitigation is necessary.

3 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

### 4.3. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>AIR QUALITY</b> —Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

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

**Potentially Significant Impact.** The Project Site is located within the South Coast Air Basin (“Basin”). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act, to reduce emissions of those criteria pollutants for which the Basin is in nonattainment: ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>). The Project’s demolition, construction, and operational activities would generate pollutant emissions. Additionally, the Project would generate residents and employment that would contribute to traffic. As such, the Project would have the potential to conflict with the SCAQMD’s current Air Quality Management Plan (AQMP). Therefore, the Project could result in significant impacts. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** The Basin is currently in nonattainment for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.<sup>4</sup> The Project's demolition, construction, and operational activities would generate additional pollutant emissions that could contribute to an existing or projected air quality exceedance. As such, impacts could be significant. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** Given that the Basin is currently in State nonattainment for O<sub>3</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, cumulative growth could exceed an air quality standard or contribute to an existing or projected air quality exceedance. The Project's demolition, construction, and operational activities would generate emissions. As such, the Project has the potential to considerably contribute to an increase in criteria pollutants. Impacts could be significant. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** Project construction activities and operations could increase pollutant concentrations within the surrounding area. As such, nearby sensitive receptors could be exposed to increased pollutant concentrations. In addition, in accordance with standard SCAQMD procedures, *Burbank2035* requires that a Human Health Risk Assessment (HHRA) be conducted for projects close to the I-5. Impacts could be significant. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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<sup>4</sup> SCAQMD, *Final 2012 Air Quality Management Plan* (February 2013).

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

**Less than Significant Impact.** The uses proposed are residential, retail, hotel, and/or office. These uses do not generate substantial amounts of offensive odors. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Adherence with SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the proposed uses. As such, impacts would be less than significant, and no further evaluation is required.

**Mitigation Measures:** No mitigation measures are necessary.

#### 4.4 BIOLOGICAL RESOURCES

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

#### Discussion

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

**No Impact.** The Project Site is located in an urbanized area of the City of Burbank and is currently developed with an office building and surface parking. The Project Site does not contain any natural

open spaces, act as a wildlife corridor, or possess any areas of significant biological resource value. Due to the lack of biotic resources on site, no candidate, sensitive, or special-status species identified in local plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), or the US Fish and Wildlife Service (USFWS) would be expected to occur on the Project Site. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

**No Impact.** The Project Site is occupied by an existing building and surface parking. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

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

Mitigation Measures: No mitigation measures are necessary.

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

**No Impact.** No native biological resources exist on the Project Site, which is fully developed with urban uses. As such, the Project would have no impact on the movement of any native resident or migratory fish or wildlife species or within established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

**No Impact.** Pursuant to Burbank Municipal Code (BMC) Section 7-4-108, the City maintains a restricted list of trees in the City, including landmark trees, trees of outstanding size and beauty, and dedicated trees. These trees must be identified, mapped and recorded, and given special treatment to retain and protect them. The proposed Project does not include any trees identified on the Restricted Tree List included in BMC Section 7-4-108. Therefore, the proposed Project would not result in a conflict with local policies or ordinances protecting biological resources. Existing street trees removed during construction would be replaced with new street trees. Impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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

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

Mitigation Measures: No mitigation measures are necessary.

## 4.5 CULTURAL RESOURCES

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

### Discussion

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

**Potentially Significant Impact.** Based on the criteria established in Section 15064.5 of the State CEQA Guidelines, a significant impact could occur if the Project were to disturb historic or prehistoric resources that presently exist within the Project Site. The State Office of Historic Preservation also recommends that properties more than 45 years of age be evaluated for their potential as historic resources. The existing office building is more than 45 years of age and thus may be considered a potentially historic resource. As such, impacts are potentially significant. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Less than Significant Impact.** Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that either meet the criteria for historical resources or constitute unique archaeological resources. A Project-related significant adverse effect could occur if the Project were to affect archaeological resources that fall under either of these categories. The Project Site is currently developed with an existing office building and surface parking. The development scenarios of the Project would involve the construction of up to two subterranean levels beneath the site.

While the potential for the accidental discovery of archaeological resources is considered low, the presence or absence of such materials cannot be determined until the site is excavated. As such, excavation, grading, and construction activities would be conducted in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. If archaeological resources are discovered, Project personnel shall not collect or move any archaeological materials and associated materials. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. With regulatory compliance, any potential archeological resource impacts would be less than significant. No further evaluation of this issue is required.

**Mitigation Measures:** No mitigation measures are necessary.

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

**Less than Significant Impact.** A Project-related significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project Site has been previously graded and is currently improved with an existing office building and related surface parking. However, construction of subterranean parking levels would possibly excavate at depths greater than previously.

While the potential for the accidental discovery of paleontological resources is considered low, the presence or absence of such materials cannot be determined until the site is excavated. As such, if paleontological resources are discovered during excavation, grading, and construction activities, the City's Building Division shall notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find and prepares a recovery plan in accordance with the Society

of Vertebrate Paleontology 1996 guidelines.<sup>5</sup> The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code (PRC) Section 21083.2. With regulatory compliance, any potential paleontological resource impacts would be less than significant. No further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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

**Less than Significant Impact.** A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb previously interred human remains. The Project Site is located in a heavily urbanized area and is currently developed. No known human burials have been identified on the Project Site. However, it is possible that unknown human remains could be encountered during excavation and grading of the subterranean parking structure(s). As such, if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Pursuant to *Burbank2035*, the Project would comply with State Health and Safety Code Sections 7050.5 and 7052, which require that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. In the event that human remains are discovered during excavation activities construction, the County Coroner and a qualified archaeologist shall be notified immediately, and all construction activities within a 100-foot radius shall cease. If the remains are determined to be of Native American descent, the Coroner shall have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent shall then have 48 hours to make recommendations to the landowner, or to the landowner's representative, for the ultimate disposition of the remains. With regulatory compliance, any potential archeological impacts would be less than significant. No further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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5 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

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

No known Tribal Cultural Resources exist on the site. However, the Project would require excavation of the site that has the potential to disturb, unearth, or otherwise impact unknown artifacts. In compliance with Assembly Bill 52 (AB 52) of 2014, the City shall notify California Native American Tribes that are culturally associated with the Project area in order to enable consultation regarding potential Tribal Cultural Resources. As the impacts are unspecified at this time, this issue will be evaluated in the EIR.

*Mitigation Measures:* If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

## 4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>GEOLOGY AND SOILS—Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

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

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

***Less than Significant Impact.*** The Project Site is located in a moderately active seismic region. According to *Burbank2035*, the nearest fault is the Verdugo Fault, located north-northeast of the

site along the southwestern base of the Verdugo Mountains.<sup>6</sup> While the Verdugo Fault Zone is considered a surface rupture hazard by the United States Geologic Survey (USGS) and California Geological Survey (CGS), it has not been designated as an Alquist-Priolo Earthquake Fault Zone. The potential risk for surface fault rupture within the Project Site is considered low. Impacts would be less than significant, and no further evaluation is required.

*Mitigation Measures:* No mitigation measures are necessary.

## ii. Strong seismic ground shaking?

***Less than Significant Impact.*** The Project Site is located within a seismically active region. The USGS and CGS have identified 45 active or potentially active faults located within 50 miles of the site. Each of these faults is believed to be capable of producing sizeable earthquake events with significant ground motions. Ground shaking due to earthquakes should be anticipated during the life of the Project. The Project would conform to all applicable provisions of the California Building Code (CBC) with respect to new construction. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or structures to substantial adverse effects. Impacts would be less than significant, and no further evaluation of this issue is required.

*Mitigation Measures:* No mitigation measures are necessary.

## iii. Seismic-related ground failure, including liquefaction?

***Potentially Significant Impact.*** According to *Burbank2035*, the Project Site is located within an area susceptible to liquefaction.<sup>7</sup> While the Project would comply with CBC provisions for soil preparation to minimize hazards from liquefaction and other seismically related ground failures, impacts are potentially significant. Further analysis shall be included in the EIR.

*Mitigation Measures:* If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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6 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), Exhibit S-3, Fault Locations.

7 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), Exhibit S-4, Liquefaction Zones.

#### iv. Landslides

**No Impact.** According to *Burbank2035*, the Project Site is not located within an area susceptible to landslide hazards.<sup>8</sup> Therefore, the Project would result in no impacts related to landslides. No further evaluation of this issue is required.

**Mitigation Measures:** No mitigation measures are necessary.

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

**Less than Significant Impact.** The Project Site is almost completely developed and covered with impervious surface. After completion, the Project would mimic existing impervious conditions and almost completely cover the Project Site. Soil would be exposed during construction, creating the potential for erosion. However, implementation of required erosion control measures imposed by the City through the grading and building permit process would minimize or avoid any erosion. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation measures are necessary.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to be built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. As previously mentioned, the Project Site is located in an area susceptible to liquefaction. While the Project would conform to all applicable provisions of the CBC as approved by the Building Division, impacts are potentially significant. Further analysis shall be included in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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<sup>8</sup> City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), Exhibit S-5, Earthquake-Induced Landslide Zones.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to be built on expansive soils without proper site preparation or design features, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces and potential cracking.

Site evaluation and geotechnical study of the site is ongoing. As such, the significance of impacts cannot be determined at this time. Further evaluation is required in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**No Impact.** The Project Site is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City. The Project's wastewater demand would be accommodated via connections to this existing wastewater infrastructure. No septic tanks or alternative disposal systems would be utilized. No further evaluation of this issue is required.

**Mitigation Measures:** No mitigation measures are necessary.

## 4.7 GREENHOUSE GAS EMISSIONS

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

### Discussion

**Potentially Significant Impact.** The Project would result in short-term emissions of greenhouse gases (GHGs) during construction, primarily from heavy-duty equipment, material delivery trucks, and construction vehicles. GHG emissions would also result from operation of the Project, primarily due to automobiles and commercial service trucks traveling to and from the site. The potential quantity of GHG emissions from the Project shall be evaluated in the EIR.

Because the Project would have the potential to emit GHG emissions, the Project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases; for example, Assembly Bill (AB) 32 and/or the State's 2013 Green Building Standards Code.<sup>9</sup> As outlined in *Burbank2035*, the City has prepared a Greenhouse Gas Reduction Plan (GGRP) to work toward GHG reductions of 15 percent below 2010 levels by 2020, and 30 percent below 2010 levels by 2035. The GGRP is the primary tool the City will use to achieve GHG reduction goals and demonstrate consistency with the State's AB 32 and the ARB Climate Change Scoping Plan. The GGRP identifies measures to reduce construction-related GHG emissions and long-term operational emissions. The Project shall be evaluated in the EIR for consistency with the GGRP.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

9 California Building Standards Commission, 2010 Green Building Standards Code, [http://www.documents.dgs.ca.gov/bsc/CALGreen/2010\\_CA\\_Green\\_Bldg.pdf](http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf).

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS—Would the project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <i>Government Code</i> Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code] and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

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

**Less than Significant Impact.** A significant impact may occur if, as part of its routine operations, the Project used or disposed of hazardous materials in a way that could affect the public or the environment. Construction activities are anticipated to use typical construction materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. Demolition of the existing building on the site would be required to comply with appropriate codes and regulations, including SCAQMD's Rule 1403 addressing the removal of asbestos-containing materials and California Occupational Safety and Health Administration regulations pertaining to lead-based materials.

The types and amounts of hazardous materials that would be used in connection with operation of the Project would be typical of those used on residential, commercial retail and restaurant, hotel, and office properties, such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products used in normal vehicles operations. These substances can be hazardous in high concentrations. However, the routine and proper use of these standard construction and household products would not result in significant hazards. Impacts would be less than significant, and no further evaluation is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Less than Significant Impact.** A significant impact may occur if an upset or accident associated with the Project could potentially release hazardous materials that could have a substantial effect. Hazardous materials used during construction or operation of the Project are expected to be minimal, due to the nature of the project, and used in accordance with regulatory standards and protocols. Such materials would not be used in quantities or stored in a manner as to pose significant safety hazards. Impacts would be less than significant, and no further evaluation is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Less than Significant Impact.** The Burbank Community Day School, a 7th through 12th grade transitional school, is located at 223 East Santa Anita Avenue, approximately 385 feet east of the Project Site. No hazardous materials other than modest amounts of typical cleaning supplies or solvents associated with residential, commercial retail and restaurant, hotel, and office uses would be stored or used at the Project Site. Construction activities would comply with applicable federal, State, and local regulations that would reduce potential hazards during the transport, use, or disposal of these materials. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Less than Significant Impact.** The Project Site currently contains an existing office building and related surface parking. Review of the EnviroStor State database indicates that the Project Site is not listed as a hazardous materials site pursuant to Government Code Section 65962.5. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

**e. *For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

**No Impact.** The Project Site is located approximately 2.75 miles southeast of the Bob Hope Airport. Given that the Project Site is not located within an airport land use plan for the Bob Hope Airport or within 2 miles of a public airport or public use airport, there would be no impact. Furthermore, the Federal Aviation Administration conducted an aeronautical study of the Project and determined that the structure would not exceed obstruction standards and would not be a hazard to air navigation. No further evaluation is required in the EIR.

**Mitigation Measures:** No mitigation is necessary.

**f. For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area?**

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

Mitigation Measures: No mitigation is necessary.

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

**Less than Significant Impact.** A significant impact could occur if the Project were to interfere with an emergency response plan or emergency evacuation plan. The Project is located 250 feet west of South San Fernando Boulevard and 300 feet east of the I-5, which are selected disaster routes as identified by *Burbank2035*.<sup>10</sup> Development of the Project Site may require temporary and/or partial street closures of South First Street, East Verdugo Avenue, and East Tujunga Avenue due to construction activities. Such closures would be temporary and would not result in the loss of any evacuation route. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**No Impact.** According to the EIR for *Burbank2035*, two areas within the City have been mapped by the Burbank Fire Department (BFD) as a Mountain Fire Zone.<sup>11</sup> One is an approximately 3,000-acre area along the foothills of the Verdugo Mountains, east of the Project Site, and the other overlaps with Warner Bros. Studio and residential development adjacent to undeveloped hillsides, southwest of the Project Site. The Project Site is not located within either of these designated wildfire hazard areas. No impact will occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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<sup>10</sup> City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), Exhibit S-2, Evacuation Routes.

<sup>11</sup> City of Burbank, *Burbank2035: EIR* (February 19, 2013).

## 4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY—Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

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

**Less than Significant Impact.** Construction activities such as grading, excavation, and trenching will occur during development of the Project Site. These types of land-disturbing activities generate the potential for increased soil erosion and sedimentation in stormwater runoff. In addition, general construction activities could contribute pollutants such as construction waste, diesel and oil from equipment, solvents, and lubricants. Sediment and contaminants could enter the stormwater drainage system and eventually enter downstream waterways and water bodies. The potential increase in soil erosion, siltation, and construction-related pollutants could degrade downstream surface water or groundwater. However, regulatory requirements described below would control construction activities and minimize, to the maximum extent practicable, the degradation of water quality.

The Project would be required to comply with National Pollution Discharge Elimination System (NPDES) requirements. Construction activities would be subject to the NPDES general construction activity permit and would be required to eliminate or reduce nonstormwater discharges to storm sewer systems and other waters and consider the use of postconstruction permanent Best Management Practices (BMPs). The proposed Project would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) with BMPs that would be employed to prevent soil erosion and discharge of other construction-related pollutants, as well as a monitoring program to ensure that BMPs are implemented appropriately and are effective at controlling discharges of pollutants related to stormwater. Burbank Municipal Code Section 9-9-1-907, Best Management Practices, describes requirements for sediment and erosion control BMPs and SWPPPs.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of residential, commercial retail and restaurant, hotel, and office uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking garages). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. As such, the Project would also be required to comply with the Standard Urban Stormwater Mitigation Plan (SUSMP), which includes implementation of BMPs to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems. Compliance with these requirements would reduce potential impacts to water quality standards to less than significant. No further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

**Less than Significant Impact.** A significant impact could occur if the Project were to include deep excavations, which have the potential to interfere with groundwater movement, or includes withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. No groundwater wells or other withdrawal of groundwater is proposed. The net change in impervious surface would be negligible. As such, surface water runoff from the Project Site would continue to be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site. The Project development scenarios would involve grading and excavation for subterranean parking levels or back-of-house uses. The final grade of the lowest (2-level) subterranean parking garage(s) would extend between 20 and 25 below the existing grade. However, historical groundwater depths within the City are estimated to be more than 100 feet below ground surface (bgs).<sup>12</sup> Thus, excavation for subterranean level(s) would be unlikely to adversely affect the groundwater table. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?***

**Less than Significant Impact.** The Project Site is located in a highly urbanized area of the City, and no streams or river courses are located on or near the Project. The Project Site is fully developed with impervious surface. Implementation of the Project would not substantially increase site runoff or result in changes to the local drainage patterns. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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12 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?**

**Less than Significant Impact.** A significant impact could occur if the Project were to result in increased runoff volumes during construction, or if operation of the Project would result in flooding conditions affecting the Project Site or nearby properties. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns of the site and reduce off-site flows. However, construction and operation of the Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site, as the Project will generally maintain existing grade and drainage patterns. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Less than Significant Impact.** A significant impact could occur if the Project were to increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Site, or if the Project were to introduce substantial new sources of polluted runoff. Runoff from the Project Site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity. The net change in impervious surface would be minimal. Therefore, the Project would not create or contribute substantial additional runoff. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

- f. Otherwise substantially degrade water quality?**

**Less than Significant Impact.** Construction activities would be subject to the NPDES requirements and would be required to eliminate or reduce nonstormwater discharges to storm sewer systems and other waters and consider the use of postconstruction permanent BMPs. The Project would be required to develop and implement a SWPPP with BMPs employed to prevent soil erosion and discharge of other construction-related pollutants, as well as a monitoring program to ensure that BMPs are implemented appropriately and are effective at controlling discharges of pollutants that are related to stormwater. As noted above, Burbank Municipal Code Section 9-1-9-907 describes BMPs for sediment and erosion

control. The implementation of BMPs and compliance with all federal, State, and local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**No Impact.** A significant impact could occur if the Project were to place housing within a 100-year flood hazard area. According to *Burbank2035*, the Project Site is not located within a designated flood zone.<sup>13</sup> Therefore, the Project would not place housing within a 100-year flood hazard area. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**No Impact.** A significant impact could occur if the Project Site were to be located within a 100-year flood zone and the proposed buildings would impede or redirect flood flows. As previously mentioned, the Project Site is not located within a designated flood zone.<sup>14</sup> The Project Site is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**Less than Significant Impact.** The Project Site is not located in any area susceptible to floods associated with a levee or dam. However, the City contains three reservoirs (Reservoirs #1, #4, and #5) that are classified as dams by the California Department of Water Resources.<sup>15</sup> These three reservoirs are

13 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), Exhibit S-6, FEMA Flood Zone Areas.

14 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013), (2013) Exhibit S-6, FEMA Flood Zone Areas.

15 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013).

relatively small and are not large enough to result in considerable risk of inundation in the City. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**Less than Significant Impact.** The Project Site is not located near an ocean or enclosed body of water, and therefore would not be subject to inundation by seiche or tsunami. With respect to the potential impact from a mudflow, the risk of mudflow in the City is limited to areas at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive.<sup>16</sup> As such, there are no sources of mudflow near the Project Site. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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16 City of Burbank, *Burbank2035: General Plan, "Safety Element"* (February 19, 2013).

## 4.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>LAND USE AND PLANNING—Would the project:</b>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

#### **a. Physically divide an established community?**

**No Impact.** The Project Site is located in an urbanized area featuring uses similar to the Project. The Project does not involve the development of infrastructure or other facilities that might result in the separation of uses or disruption of access between land use types. As such, no impacts would occur, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Potentially Significant Impact.** The Project would modify the site to remove existing uses and replace them with new commercial retail and restaurant, residential, and hotel or office uses. The Project Site is located within the Burbank Center Plan area and is designated by the Land Use Element of *Burbank2035* as Downtown Commercial. The existing Burbank Center Commercial Limited Business (BCC-2) zoning designation permits commercial uses such as retail, hotel, offices, and entertainment, as well as residential uses above commercial uses (mixed use). The Project would require a change in the zoning designation from BCC-2 to Planned Development (PD) and would require a Development Agreement.

Further evaluation will be conducted in the EIR to determine the consistency of the Project with applicable local plans, including *Burbank2035*, and with plans or policies adopted by regional and subregional planning agencies, such as the Southern California Association of Governments (SCAG).

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

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

Mitigation Measures: No mitigation is necessary.

**4.11 MINERAL RESOURCES**

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

**Discussion**

**No Impact.** The City lies within the San Fernando Valley Production-Consumption Region in Los Angeles County, as mapped by the State Mining and Geology Board (SMGB). According to the EIR for *Burbank2035*, one area in the City is designated as MRZ-2, and two areas are designated as MRZ-3.<sup>17</sup> The Project Site is located in an area designated MRZ-3. The MRZ-3 classification indicates that the significance of mineral resources could not be evaluated from available data.

The Project Site is developed with urban uses and is not a known mineral resource recovery site, nor is it delineated as such in Burbank’s General Plan or other land use plans.

Given that the Project Site is not located in a MRZ-2 area, implementation of the Project would not result in the direct or indirect loss of availability of a known or locally important mineral resource, nor would it disrupt any current mining operations. No impacts would occur, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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<sup>17</sup> City of Burbank, *Burbank2035: EIR* (February 19, 2013).

## 4.12 NOISE

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

### Discussion

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to elevate the ambient noise environment at the Project Site in excess of noise level standards set forth in the *Burbank2035* Noise Element and the City of Burbank Noise Ordinance (“Noise Ordinance”). Construction of the Project would require the use of heavy equipment. Additionally, the Project would result in an increased density on the Project Site, potentially affecting ambient noise levels associated with operations of the Project. As such, the Project could result in significant impacts. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** Vibration is sound radiated through the ground. Construction activities for the Project have the potential to generate low levels of groundborne vibration. Given the relatively close proximity of adjacent uses, the Project could result in significant impacts. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The primary source of ambient noise in the vicinity is traffic. The Project involves the demolition of existing uses and the addition of two 12- to 14-story towers featuring a mix of uses. Because the Project would increase the density at the site and therefore generate additional traffic, the Project could result in an increase of ambient noise levels compared to existing conditions. As such, the Project could result in significant impacts. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** Construction of the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. Additionally, because the Project would increase the density of uses at the site, operational activities may have the potential to temporarily or periodically increase ambient noise levels above existing levels. As such, the Project could result in significant impacts. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** The Project Site is located approximately 2.75 miles southeast of the Bob Hope Airport. The Project Site is not located within the airport land use plan or within 2 miles of a public airport or public use airport. No impact will occur, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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

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

**Mitigation Measures:** No mitigation is necessary.

### 4.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>POPULATION AND HOUSING—Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion

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

**Less than Significant Impact.** A significant impact could occur if the Project were to introduce substantial new population or would substantially induce growth that would otherwise not have occurred as rapidly or in as great a magnitude. **Table 4.13-1, Burbank2035 Population and Housing Forecasts**, presents the 2010 and 2035 forecast population and housing units within the City.

**Table 4.13-1  
Burbank2035 Population and Housing Forecasts**

Projection Year	Population	Household	Person/Household
2010	103,340	44,309	2.33
2035	116,516	50,219	2.32
<b>Net Change from 2010 to 2030</b>	<b>13,176</b>	<b>5,910</b>	
<b>Percent Change</b>	<b>12.75%</b>	<b>13.34%</b>	

Source: Burbank2035 EIR (February 19, 2013).

The Project would create 154 multifamily units. Based on the City's household size in 2010 (i.e. an average of 2.33 persons per household), the construction of 154 residential units would result in an

increase in approximately 359 residents in the City of Burbank. Given the unit mix of the Project (almost 75 percent of units are one-bedroom units), this projected increase is likely higher than the actual future population of the Project. The overall increase of 154 housing units would be well within the forecasted growth of Burbank between 2010 and 2035, per *Burbank2035*.

The Project would not accelerate development in an undeveloped area, nor would it introduce unplanned infrastructure that was not previously evaluated in the adopted General Plan. The overall increase of 154 housing units and corresponding population of 359 residents would be consistent with the SCAG forecast of 15,048 additional households and approximately 41,179 people in the Arroyo Verdugo Subregion between 2010 and 2035. As such, the Project would be consistent with the goals and strategies of SCAG's Regional Comprehensive Plan and the Compass Growth Vision Strategy.

The Project is the type of project encouraged by *Burbank2035* and SCAG policies to accommodate growth in urban centers located close to existing employment centers and mass transit. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**No Impact.** The Project Site is currently occupied by an office building and parking. The Project would include development of new housing units. As such, the Project would not displace any existing housing. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**No Impact.** The Project Site is currently occupied by an office building and parking, the removal of which would not displace substantial number of people. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

#### 4.14 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>PUBLIC SERVICES—Would the Project result in substantial adverse physical impacts to:</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion

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

##### i. Fire Protection?

**Less than Significant Impact.** Fire protection and emergency medical services in the City are provided by the Burbank Fire Department (BFD). The Project Site is served by BFD Station 11, which is also BFD Headquarters, located at 311 E. Orange Grove Avenue, approximately 0.3 miles north of the Project Site. The Project could increase the demand for BFD services. However, due to the close proximity of the existing BFD Headquarters, it is not expected that the Project would require new or physically altered BFD facilities. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

## ii. Police Protection?

**Less than Significant Impact.** Police protection services in the City are provided by the Burbank Police Department (BPD), located at 200 N. 3rd Street, less than 0.5 miles from the Project Site.

The Project could increase the demand for police services. However, due to the close proximity to the existing police station and the relative consistency of the Project with the existing uses in the vicinity, it is not expected that the Project would require new or physically altered facilities. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

## iii. Schools?

**Less than Significant Impact.** School services within the City are provided by the Burbank Unified School District (BUSD). A significant impact could occur if the Project were to include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the BUSD. The Project area is currently served by the following schools: Joaquin Miller Elementary School, John Muir Middle School, and Burbank High School. The Project involves the development of 154 multifamily residential units, of which 74 percent would be 1-bedroom units, and 26 percent would be 2-bedroom units. As such, the likely new student population would be relatively small. In addition, the Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by Code to be full and complete mitigation of any impacts. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

## iv. Parks?

**Less than Significant Impact.** There are more than 700 acres of parkland within the City, including a total of 26 parks and other recreational facilities.<sup>18</sup> *Burbank2035* establishes a Citywide goal of 5 acres of park facilities per 1,000 residents. The current ratio is approximately 7 acres per resident.<sup>19</sup> The population increase associated with the Project would not noticeably reduce the existing ratio. The Project would incorporate amenities, such as a fitness center, pools, multipurpose and community

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18 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

19 City of Burbank, *Burbank2035: General Plan, "Open Space and Conservation Element"* (February 19, 2013).

rooms, and open space and landscaping, that would reduce impacts on existing City facilities. In addition, the Project development would be required to pay applicable Community Facilities development impact fees. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

#### v. Other Public Services?

**Less than Significant Impact.** Library services within the City are provided by the Burbank Public Library (BPL). The BPL includes three branches: the Central Library, the Buena Vista Library, and the Northwest Library. The City currently meets its recommended standards for adequate library facilities.<sup>20</sup> While the Project would result in the generation of new residents, it is not expected to require the provision of additional library space to maintain adequate standards because the increase in population is consistent with assumptions indicated in *Burbank2035* EIR. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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20 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

**4.15 RECREATION**

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

**Discussion**

**a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less than Significant Impact.** There are more than 700 acres of parkland within the City, including 26 parks and other recreational facilities.<sup>21</sup> The Project involves a mixed-use development that would slightly increase population and employment in Burbank. As such, it is reasonable to assume that the future occupants, guests, and employees of the Project would utilize recreation and park facilities in the surrounding area. However, the total number of new residents, guests, and employees would represent a relatively small increase to the existing population. The Project would also incorporate amenities, such as fitness centers, pools, and roof decks, that would meet some of the recreational needs of the residents and guests. In addition, the Project developer would be required to pay applicable Community Facilities development impact fees, which would support City-funded parks. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

21 City of Burbank, *Burbank2035: EIR* (February 19, 2013).

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

***Less than Significant Impact.*** A significant impact could occur if the Project were to include the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project includes on-site resident and guest amenities, such as swimming pools, exercise rooms, and roof decks. These amenities are functional components of the Project and would not have an adverse effect on the environment. Other recreational facilities are not included or are required to be constructed. Impacts would be less than significant, and no further evaluation of this issue is required.

***Mitigation Measures:*** No mitigation is necessary.

**4.16 TRANSPORTATION AND TRAFFIC**

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>TRANSPORTATION/TRAFFIC—Would the project:</b>				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to conflict with the transportation plans and policies of the City of Burbank. Construction of the Project has the potential to

affect transportation and the circulation system through the hauling of excavated materials and demolition debris; the transport of construction equipment and materials; travel by construction workers to and from the Project Site; and temporary closures of streets. Long-term operation of the Project would result in an increase of traffic. These potential impacts will be assessed through a Traffic Impact Study, and this issue will be evaluated in the EIR.

*Mitigation Measures:* If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

***Potentially Significant Impact.*** The Congestion Management Program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Authority (“Metro”) in October 2010.<sup>22</sup> The Project would result in an increase in traffic during peak hours and thus may potentially conflict with level of service and travel demand measures established by the CMP. These potential impacts will be assessed through a Traffic Impact Study, and this issue will be evaluated in the EIR.

*Mitigation Measures:* If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

***c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

***Less than Significant Impact.*** A significant impact would occur if the Project included an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. Therefore, no impacts would occur, and no further evaluation of this issue is required.

*Mitigation Measures:* No mitigation is necessary.

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<sup>22</sup> Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program for Los Angeles County*, (2010).

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

**Less than Significant Impact.** A significant impact would occur if a project includes new roadway design or introduces into an area with specific transportation requirements, characteristics, project access, or other features a new land use or project features designed in such a way as to create hazardous conditions. Implementation of the Project would not alter existing roadways or create unusual design features that could affect traffic or circulation. Impacts would be less than significant, and no further evaluation of this issue is required in the EIR.

**Mitigation Measures:** No mitigation is necessary.

- e. Would the project result in inadequate emergency access?**

**Less than Significant Impact.** A significant impact could occur if the Project design were not to provide adequate emergency access, or if the Project were to threaten the ability of emergency vehicles to access and serve adjacent uses. Development of the Project Site may require partial street closures during construction. However, any such closures would be temporary in nature and would be coordinated with the City. Such closures may cause temporary inconvenience but would not substantially interfere with emergency response or evacuation plans. Project operation does not include features that would obstruct emergency vehicle access to the Project Site or adjacent uses in the vicinity. Access to the proposed structures will be reviewed by the City for conformity to building and safety codes as part of the approval and permitting process. As such, impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to conflict with adopted policies of the City of Burbank or of transportation agencies, such as Metro. The relationship of the Project to these policies shall be assessed in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

## 4.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
<b>UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

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

**Less than Significant Impact.** A significant impact could occur if the wastewater generated from the Project were to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Wastewater collection and treatment are provided by the City of Burbank through the Burbank Water Reclamation Plant (BWRP). The City is responsible for ensuring that its treatment meets all State and federal treatment requirements. Wastewater from the Project would have pollutant-load characteristics typical of residential, commercial retail and restaurant, hotel, and office uses already treated by Burbank. As such, impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

- b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Potentially Significant Impact.** As compared to existing conditions, the Project would increase the demand for water and generate additional wastewater. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

- c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.** A significant impact could occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project Site. The Project Site is currently mostly impervious surface that drains into the City's storm drain system. The Project would likewise be predominantly impervious surface. Therefore, the Project would not create substantial additional stormwater runoff. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to increase water consumption to such a degree that new water sources would need to be identified. The Project would increase the demand for water supplies. This issue will be evaluated in the EIR.

Mitigation Measures: If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** A significant impact could occur if the Project were to increase wastewater flow to the extent that such flow exceeded the capacity of the BWRP. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Potentially Significant Impact.** The Project would generate additional solid waste from demolition debris, site preparation, and construction activities, as well as from operations. This issue will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

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

**Less than Significant Impact.** A significant impact could occur if the Project were to generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste during both construction and operation that is typical of residential, commercial retail and restaurant, hotel, and office uses. The Project is expected to comply with all federal, State, and local statutes and regulations regarding disposal. Impacts would be less than significant, and no further evaluation of this issue is required.

**Mitigation Measures:** No mitigation is necessary.

**4.18 Mandatory Findings of Significance**

	Potentially Significant Impact	Less than Significant With Project Mitigation	Less than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE—Does the project:</b>				
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

**Potentially Significant Impacts.** Potentially significant impacts have been identified in this Initial Study that could degrade the quality of the environment, contribute to cumulative impacts, or have adverse effects on human beings. As such, these issues will be evaluated in the EIR.

**Mitigation Measures:** If it is determined that impacts would be significant, mitigation measures will be identified in the EIR.

## 5.0 REFERENCES

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The following documents and information were used in the preparation of this Initial Study:

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## 6.0 LIST OF PREPARERS

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### **LEAD AGENCY**

#### **City of Burbank**

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

### **CEQA CONSULTANT**

#### **Meridian Consultants LLC**

Tony Locacciato, Principal  
Ned Baldwin, Project Manager  
Candice Woodbury, Staff Planner  
Lisa Maturkanic, Publications Manager  
Andrea Harsma, Publications Coordinator  
Bryna Fischer, Editor  
Matt Lechuga, Production Coordinator  
Tom Brauer, Graphics Coordinator





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2015-AWP-9136-OE

Issued Date: 10/07/2015

Timothy Nelson  
 Cusumano Real Estate Group  
 101 S. First St.  
 Burbank, CA 91502

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Premier on First Mixed Use Project  
 Location: Burbank, CA  
 Latitude: 34-10-40.50N NAD 83  
 Longitude: 118-18-26.00W  
 Heights: 581 feet site elevation (SE)  
 164 feet above ground level (AGL)  
 745 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 04/07/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

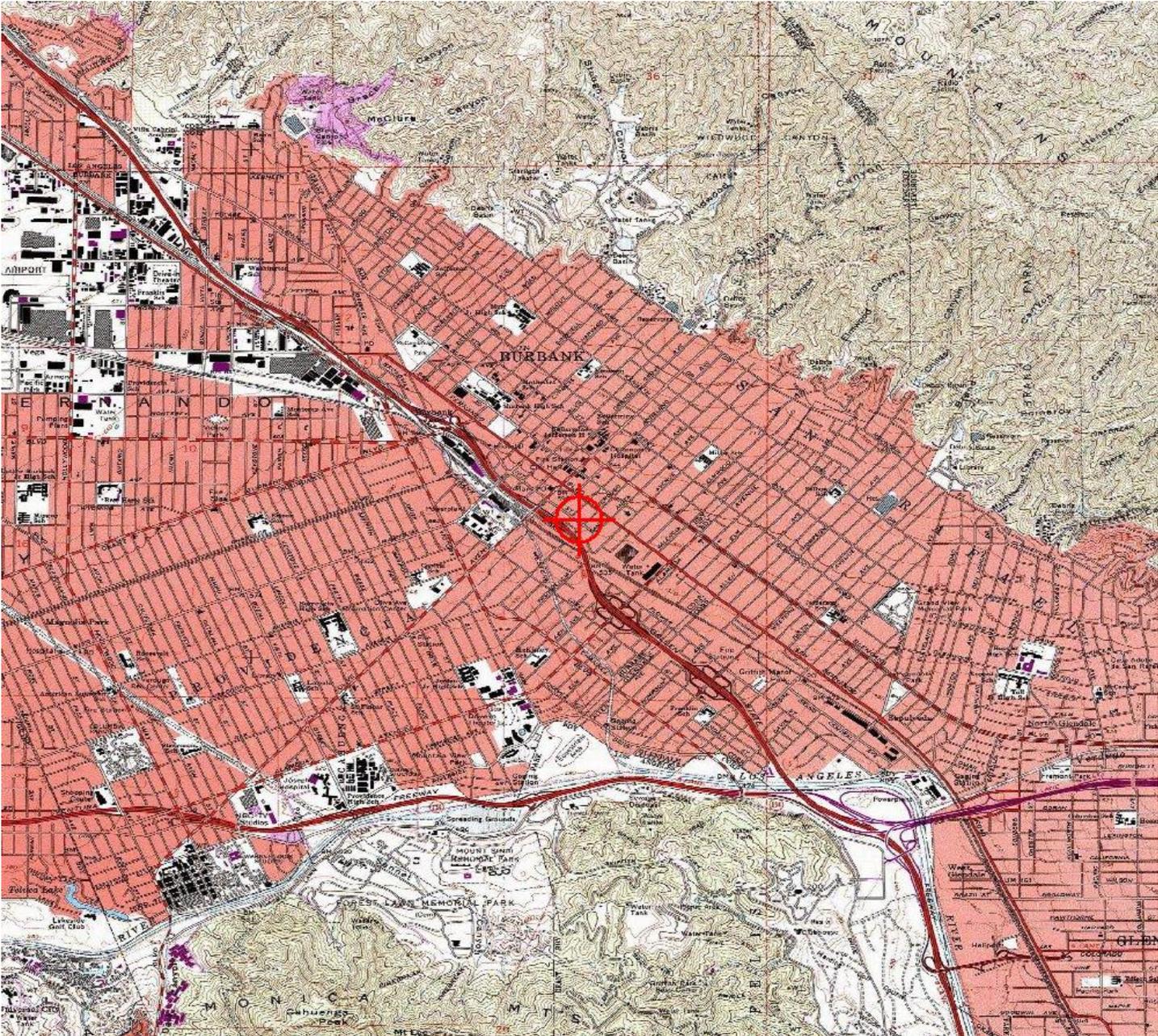
If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-9136-OE.

**Signature Control No: 265647728-267899825**

( DNE )

Paul Holmquist  
Technician

Attachment(s)  
Map(s)





1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
Phone (916) 373-3710  
Fax (916) 373-5471  
Email: [nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
Website: <http://www.nahc.ca.gov>  
Twitter: @CA\_NAHC



February 17, 2016

Genevieve Sharrow  
City of Burbank  
150 North Third Street  
Burbank, CA 91502

sent via e-mail:  
[genevieves@migcom.com](mailto:genevieves@migcom.com)

RE: SCH# 2016021054, Premier on First Project, City of Burbank, Los Angeles County, California

Dear Ms. Sharrow:

The Native American Heritage Commission has received the DEIR Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

**CEQA was amended significantly in 2014.** Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

#### AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
  - a. A brief description of the project.
  - b. The lead agency contact information.
  - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
  - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
  - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
  - a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
  - a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.
  - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
  
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
  
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
  - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
  - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).
  
7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
  - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
  - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).
  
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).
  
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).
  
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
  - a. Avoidance and preservation of the resources in place, including, but not limited to:
    - i. Planning and construction to avoid the resources and protect the cultural and natural context.
    - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
  - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - i. Protecting the cultural character and integrity of the resource.
    - ii. Protecting the traditional use of the resource.
    - iii. Protecting the confidentiality of the resource.
  - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
  - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
  - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
  - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).
  
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
  - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
  - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
  - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).  
*This process should be documented in the Cultural Resources section of your environmental document.*

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: [http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation\\_CalEPAPDF.pdf](http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf)

## SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
  - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

## NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - a. If part or all of the APE has been previously surveyed for cultural resources.
  - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
  - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
  - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
3. Contact the NAHC for:
  - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
  - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
  - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
  - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
  - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5,

subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in cursive script, appearing to read "Gayle Totton".

Gayle Totton  
Associate Governmental Program Analyst

cc: State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING**  
 100 S. MAIN STREET, MS 16  
 LOS ANGELES, CA 90012  
 PHONE (213) 897-9140  
 FAX (213) 897-1337  
 www.dot.ca.gov



*Serious drought.  
 Help save water!*

March 10, 2016

Ms. Genevieve Sharrow  
 City of Burbank  
 150 North Third Street  
 Burbank, CA 91502

RE: Premier on First  
 Vic. LA-05/PM 28.93  
 SCH # 2016021054  
 IGR/CEQA No. 160231AL-NOP

2016 MAR 16 P 12:45  
 PLANNING DIVISION

Dear Ms. Sharrow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project Site includes approximately 1.8 acres and is currently developed with a 2-story office building and surface parking. The Project would be developed in two phases. Phase 1 would consist of a 14-story tower containing 154 residential units and include approximately 10,400 square feet of ground-level retail space, 445 parking spaces, and residential amenities. Phase 2 would consist of 12- to 13-story tower feature a 230-room hotel with 5,250 square feet of ground-level retail space or 158,595 square feet of office space and 11,728 square feet of ground-level retail.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to I-05 and all off ramps at the project vicinity including but not limit to NB and SB I-05 on and off-ramps to/from Burbank Blvd., SB I-05 on and off-ramp to/from Verdugo Ave. (S Front St.), NB I-05 on and off-ramp to Olive Ave., NB and SB I-05 on and off-ramp to/from Alameda Ave., and NB and SB I-05 on and off-ramp to/from Western Ave. Please contact Caltrans to confirm the off-ramp study locations prior to the preparation of the traffic study.
2. An off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology should be conducted. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point

Ms. Genevieve Sharrow

March 10, 2016

Page 2

with some safety factor or referenced to Highway Design Manual at 23' point (Figure 504.2A Single Lane Freeway Entrance) or any other justified method. The queue length should be calculated from the traffic counts and the percent of truck assignments (data from Caltrans) to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal.

3. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans may use the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment.
4. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE).
5. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.
6. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.
7. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
8. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information).

If you would like to expedite the review process or receive early feedback from Caltrans please feel free to send a copy of the DEIR directly to our office. If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160231AL.

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

February 23, 2016

2016 FEB 26 A 10:33  
PLANNING DIVISION

Genevieve Sharrow  
City of Burbank, Planning Division  
150 North Third Street  
Burbank, CA 91502

### **Notice of Preparation of a CEQA Document for the Premier of First Mixed-Use Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

#### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing

dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [Jwong1@aqmd.gov](mailto:Jwong1@aqmd.gov) or call me at (909) 396-3176.

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.

Program Supervisor

Planning, Rule Development & Area Sources

LAC160216-01  
Control Number

**From:** [Genevieve Sharrow](#)  
**To:** [Ned Baldwin](#); [Foote, Brian](#)  
**Subject:** Fwd: FW: NOP of DEIR for Premier on First  
**Date:** Friday, March 04, 2016 4:42:52 PM  
**Attachments:** [NOP of a DEIR Premier on First Mixed Use Project.pdf](#)  
[Premier Project SM Feeder.pdf](#)  
[MWD Guidelines for Development.pdf](#)

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FYI

----- Forwarded message -----

**From:** **Doesserich, Diane M** <[DDoesserich@mwdh2o.com](mailto:DDoesserich@mwdh2o.com)>  
**Date:** Fri, Mar 4, 2016 at 1:51 PM  
**Subject:** FW: NOP of DEIR for Premier on First  
**To:** "[genevieves@migcom.com](mailto:genevieves@migcom.com)" <[genevieves@migcom.com](mailto:genevieves@migcom.com)>

Dear Ms. Sharrow,

Attached please find Metropolitan Water District's response to the Notice of Preparation of a Draft Environmental Impact Report regarding "The Premier on First Mixed Use Project". The blue line on the attached map is our Santa Monica Feeder pipeline. Thank you.

**Diane Doesserich | Environmental Specialist | Environmental Planning Team**  
**The Metropolitan Water District of Southern California**  
(o) [213-217-5787](tel:213-217-5787) | [ddoesserich@mwdh2o.com](mailto:ddoesserich@mwdh2o.com)

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**Genevieve Sharrow**

*Project Manager*

**MIG, Inc.**  
537 S. Raymond Avenue  
Pasadena, California 91105  
626 744 9872 | [www.migcom.com](http://www.migcom.com)

***Please note: I am out of the office on Fridays and may not be able to respond to your emails immediately. Please call our office with any pressing issues.***

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**MWD**

**METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA**

Executive Office

March 4, 2016

**Via Email**

Genevieve Sharrow  
City of Burbank  
Planning Division  
150 North Third Street  
Burbank, CA 91502

Dear Ms. Sharrow:

Notice of Preparation of a  
Draft Environmental Impact Report for the Premier on First Mixed Use Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report for The Premier on First Mixed-Use Project. The proposed project consists of two phases. Phase 1 would consist of a 14-story tower constructed on the Verdugo Avenue side of the site, containing 154 residential units, approximately 10,400 square feet of ground-level retail space, 445 parking spaces, and residential amenities. Phase 2 would consist of a second 12 to 13 story tower constructed on the Tujunga Avenue side of the site and would be developed as either hotel or office spaces.

Metropolitan is a public agency and regional water wholesaler. It is comprised of 26 member public agencies serving approximately 19 million people in portions of six counties in Southern California, including Los Angeles County.

In the project area, Metropolitan's Santa Monica Feeder is located within the public right-of-way of East Verdugo Avenue (see attached location map). The Santa Monica Feeder is a 42 inch inside diameter treated water pipeline. Based on our review of the proposed project, the project could interfere with Metropolitan's ongoing operation, maintenance and repair activities on the Santa Monica Feeder, which requires unrestricted and unobstructed access to these facilities. Metropolitan requires unobstructed access to its facilities in order to maintain and repair its system.

In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the project is contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team.

Ms. Sharrow  
Page 2  
March 4, 2016

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation and plans for this project. For further assistance, please contact Ms. Diane Doesserich at (213) 217-5787.

Very truly yours,



Deirdre West  
Manager, Environmental Planning Team

DD

(J:\Environmental Planning&Compliance\Completed Jobs\Job No. 20160212ext)

Enclosures: Planning Guidelines  
Map of Metropolitan Facilities in Project Vicinity

Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

## 6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

## 7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. \_\_\_\_\_ of Metropolitan's Operations Services Branch, telephone (213) 250-\_\_\_\_, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section  
Metropolitan Water District  
of Southern California  
P.O. Box 54153  
Los Angeles, California 90054-0153  
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

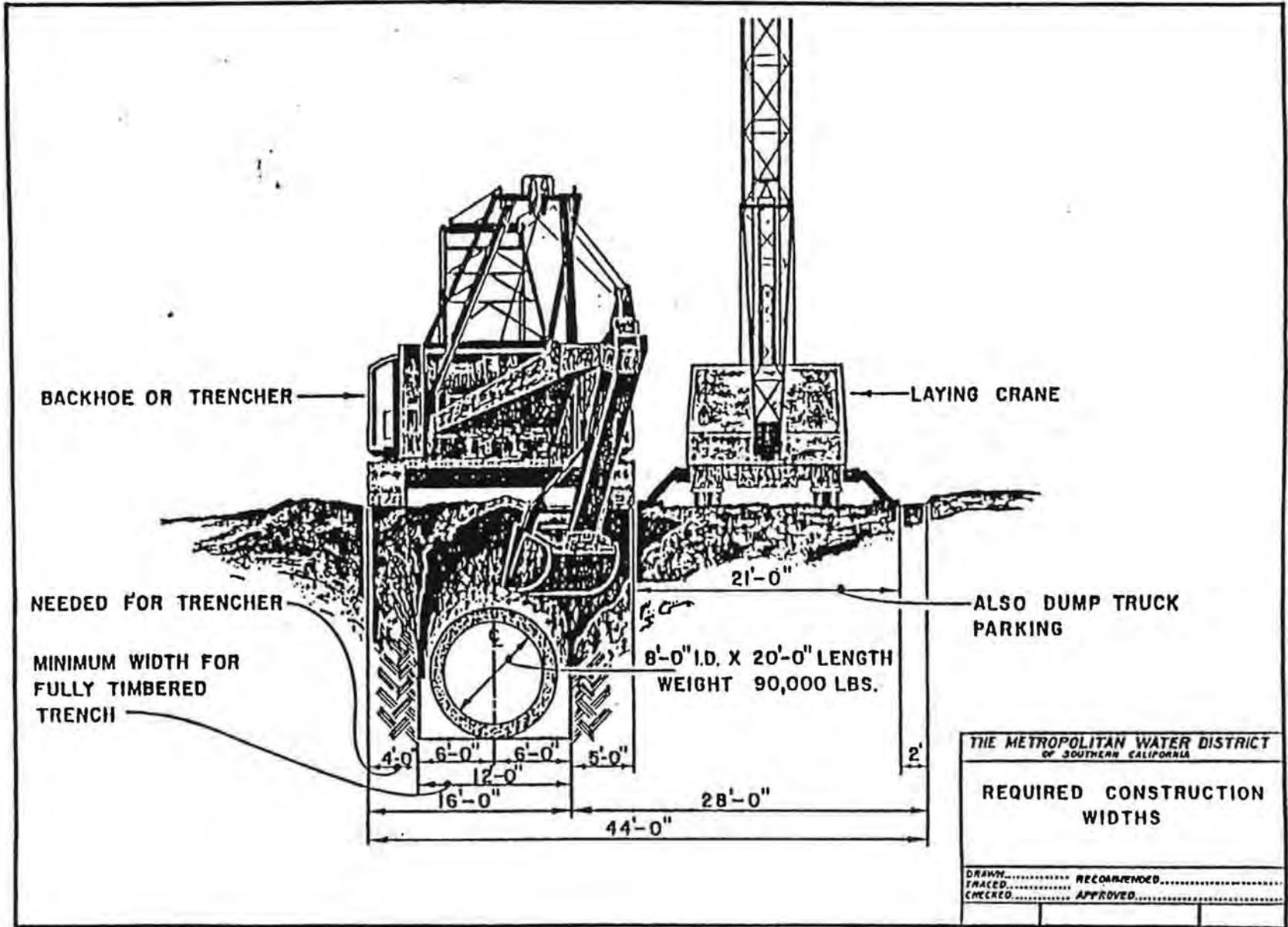
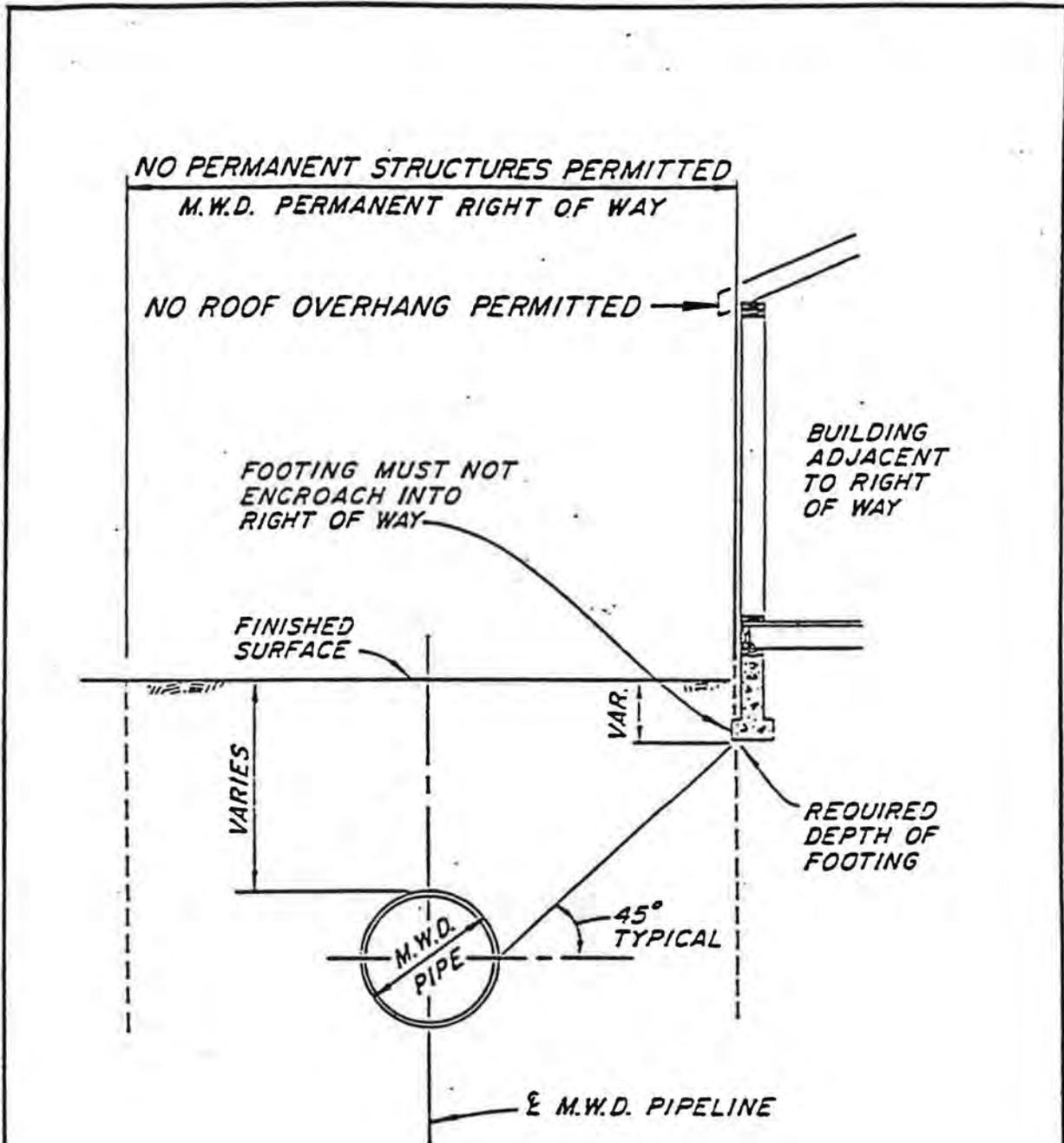


FIGURE 1



NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY	
DRAWN: _____	RECOMMENDED: _____
TRACED: _____	APPROVED: _____
CHECKED: _____	

FIGURE 2

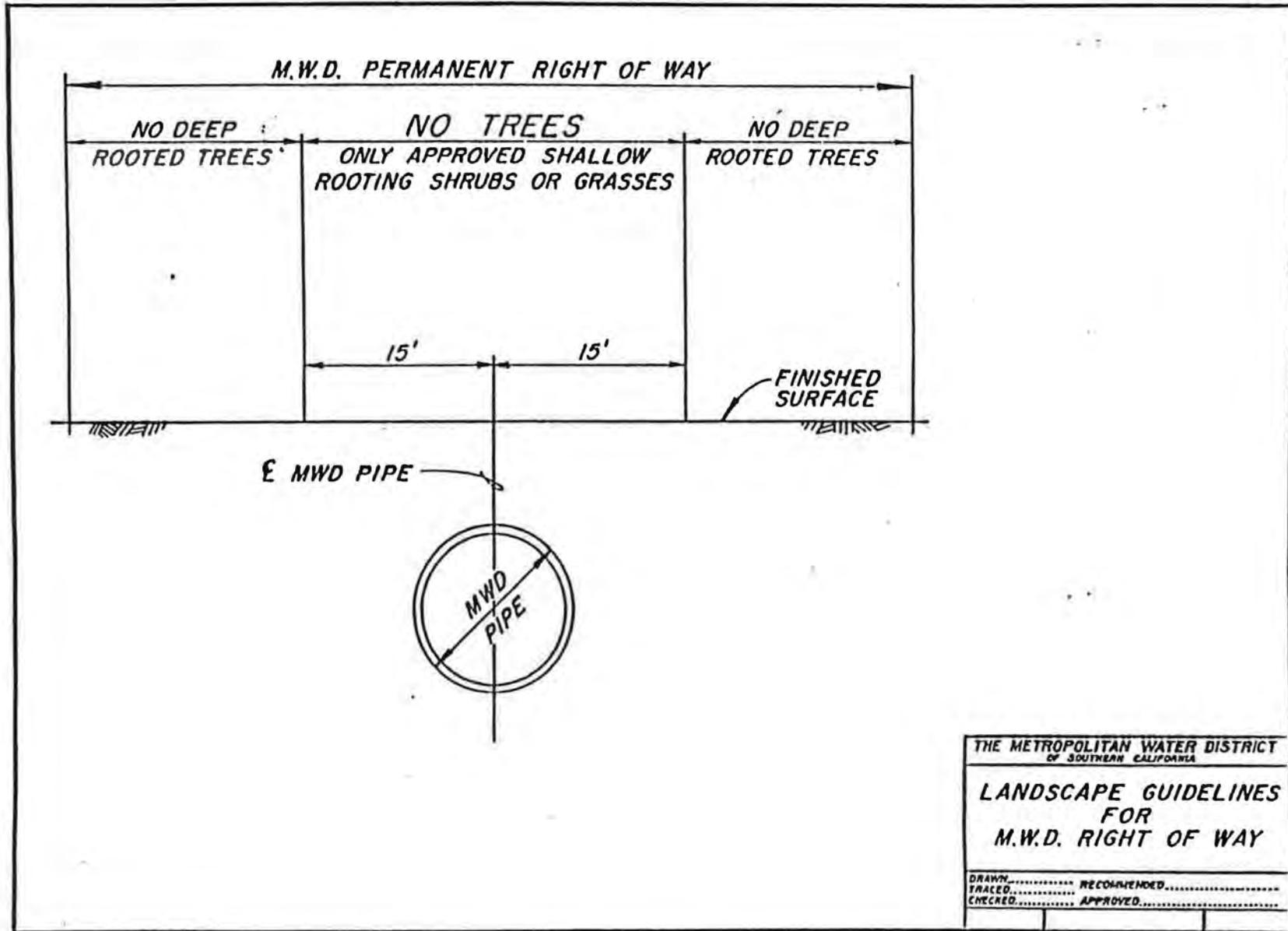


FIGURE 3

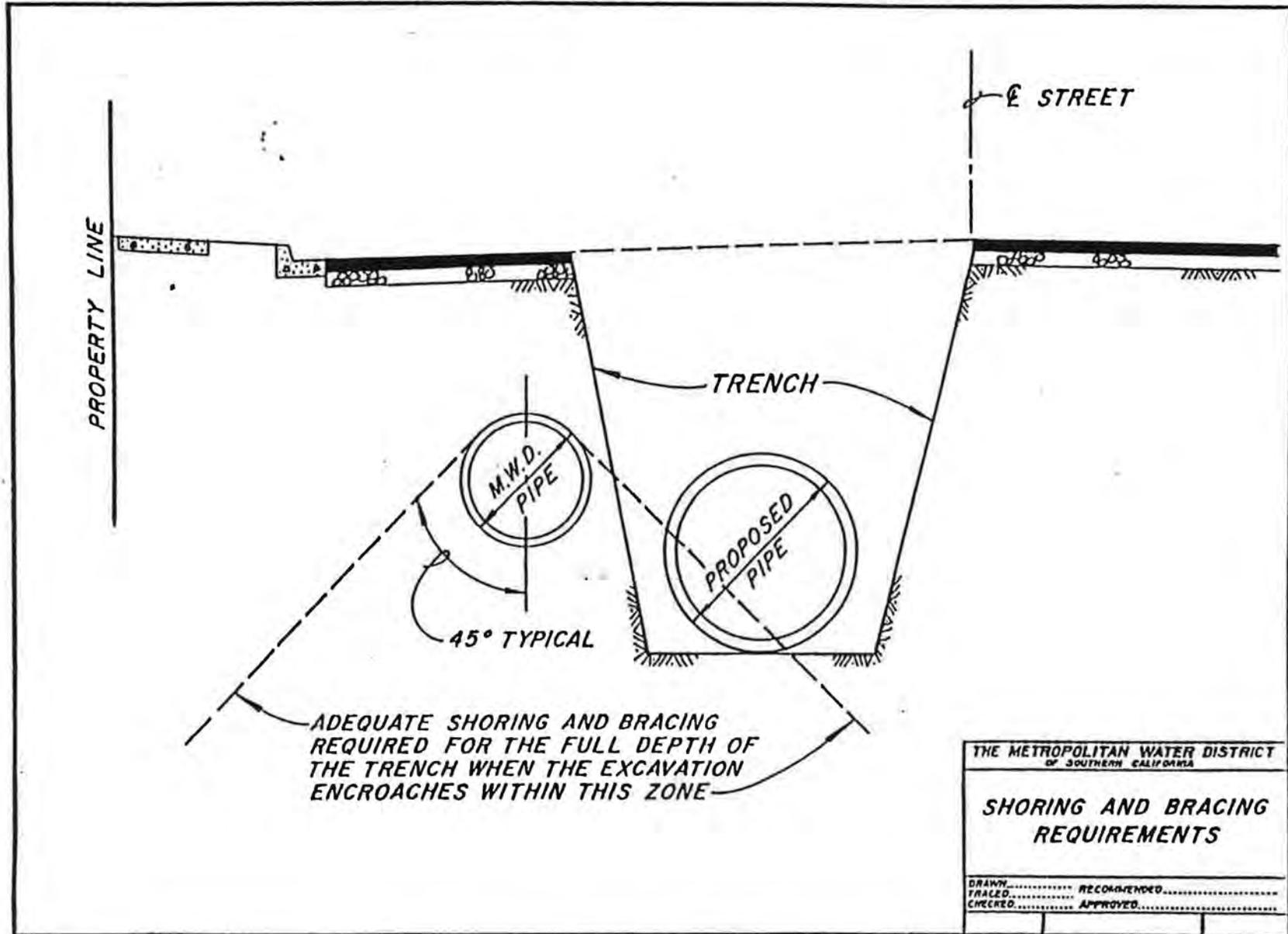
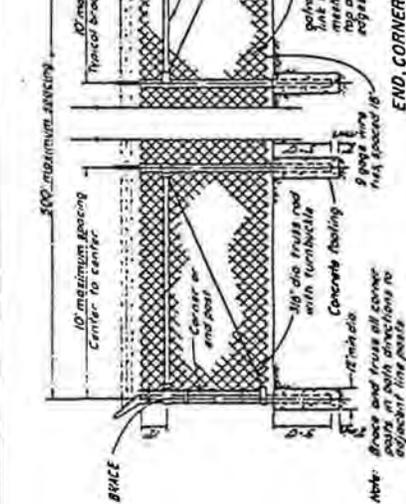
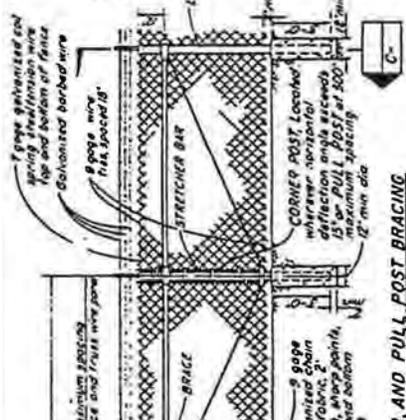
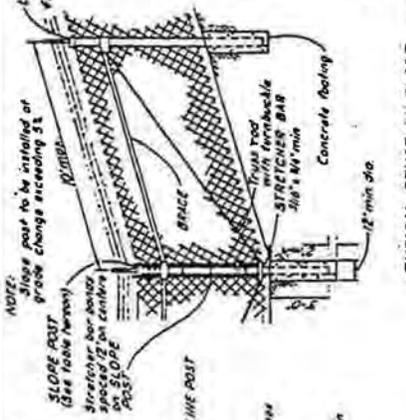
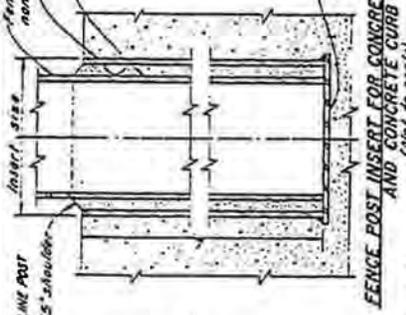
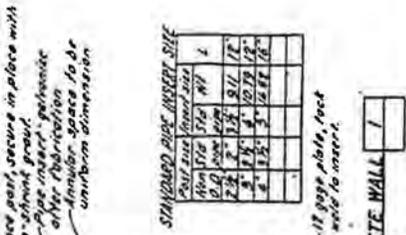
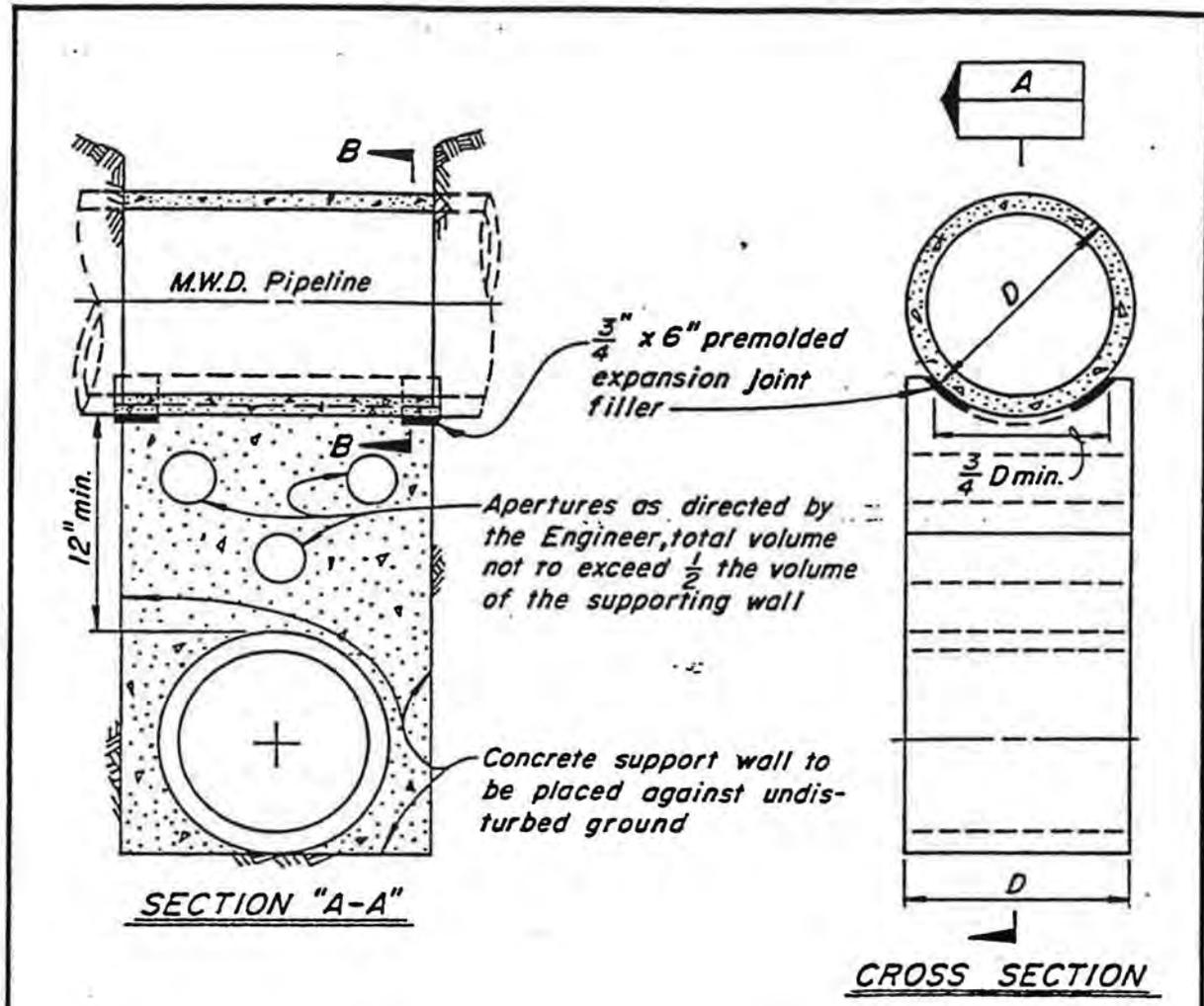


FIGURE 4



Use	Type	Nominal Size (Inches)	Actual D.D. (Inches)	Weight (Pounds)
End, corner, slope, pull and double gates 12 feet or less in width for chain link fabric 27 inches or narrower	Pipe	2 1/2"	2 3/8"	9.79
End, corner, slope, pull and double gates 12 feet or less in width for chain link fabric 27 inches or narrower	Pipe	2	2 1/8"	3.63
Gate posts for single swing gates over 12 feet but not over 35 feet in width and double swing gates over 12 feet but not over 20 feet in width	Pipe	3 1/2"	3.000	9.11
Gate posts for single swing gates over 12 feet but not over 35 feet in width and double swing gates over 12 feet but not over 20 feet in width	Pipe	3	2.825	8.91
Gate posts for chain link fabric 27 inches or higher in height	Pipe	4	3.225	10.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/8"	1.500	2.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/8"	1.500	2.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/8"	1.500	2.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/8"	1.500	2.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/8"	1.500	2.10
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/2"	1.800	2.22
Line posts for chain link fabric 27 inches or higher in height	Pipe	1 1/4"	1.650	



4 1/4" x 6" premolded expansion joint filler

Apertures as directed by the Engineer, total volume not to exceed 1/2 the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground

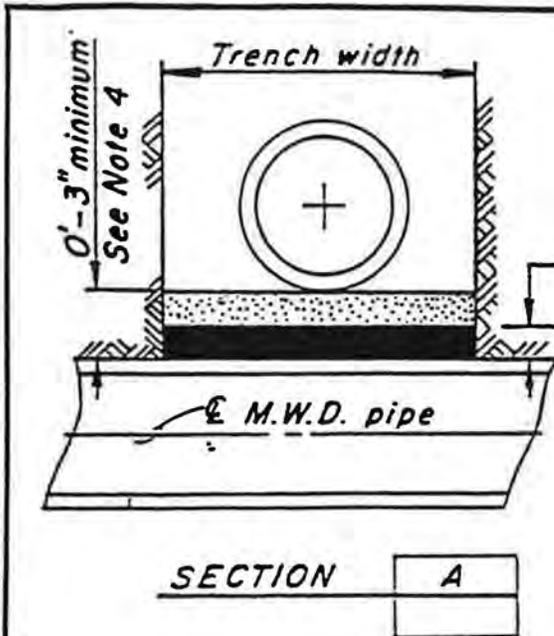
1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.

THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

**TYPICAL SUPPORT FOR  
M.W.D. PIPELINE**

DRAWN	RECOMMENDED
TRACED	
CHECKED	APPROVED

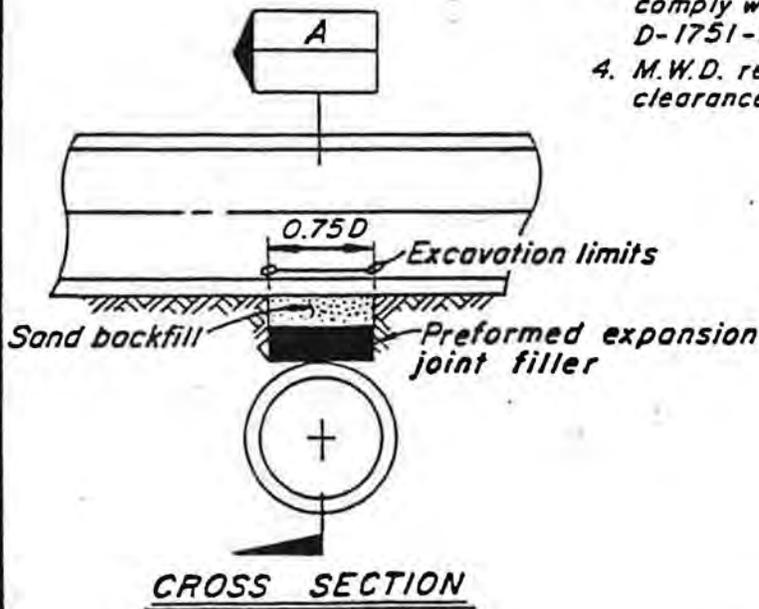
C-9547



3" Preformed expansion joint filler

**NOTES**

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
<b>TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE</b>	
DRAWN: _____	RECOMMENDED: _____
TRACED: _____	CHECKED: _____
C-11632	

# The Premier on First Mixed Use Project





**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**March 21, 2016**

**Genevieve Sharrow  
City of Burbank  
Planning Division  
150 North Third Street  
Burbank, CA 91502**

**RE: The Premier on First Mixed-Use Project- 103 East Verdugo Avenue- City of Burbank-Notice of Preparation-Draft Environmental Impact Report**

Dear Ms. Sharrow:

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report for the proposed Premier on First Mixed-Use Project located at 103 East Verdugo Avenue in the City of Burbank. The proposed project consists of two phases of development. The first phase would consist of a 14-story tower constructed on the Verdugo Avenue side of the site. This tower would contain 154 residential units and include approximately 10,400 square feet of ground-level retail space, 445 parking spaces, and residential amenities, such as a fitness center, pool, and roof deck. Phase 2 of the project would consist of a second 12-13-story tower constructed on the Tujunga Avenue side of the site that would be developed as either a hotel or office space. The Hotel Option would feature a 230-room hotel with 13 stories and would include 256 parking spaces, guest amenities dining space, and approximately 5,250 square feet of other ground-level retail space. There would also be a restaurant or banquet room on the top level. The Office Option would consist of approximately 158,595 square feet of office space in 12 stories, with 429 parking spaces and approximately 11,728 square feet of ground-level retail. Additional parking for the office space would be reserved within the parking level of the residential tower. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro bus lines 92, 96, 154, 164, 165, 183, and 292 operate on 1<sup>st</sup> Street adjacent to the proposed project. And two Metro bus stops on the corner of 1<sup>st</sup> Street and Tugunga Avenue and 1<sup>st</sup> Street and Verdugo directly adjacent to the proposed project. The following comments relate to bus operations and the bus stop:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus

The Premier on First Mixed-Use Project  
NOP\_DEIR 2016  
LACMTA Comments

lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus may also be impacted and should be included in construction outreach efforts.

3. LACMTA encourages the installation of bus shelters, benches and other amenities that improve the transit rider experience. The City should consider requesting the installation of such amenities as part of the development of the site.
4. Final design of the bus stop and surrounding sidewalk area must be Americans with Disabilities Act (ADA) compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County", Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

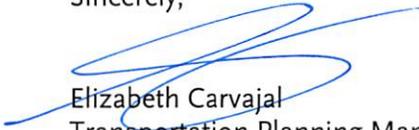
The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at [DevReview@metro.net](mailto:DevReview@metro.net). **LACMTA looks forward to reviewing the Draft EIR. Please send it to the following address:**

**LACMTA Development Review  
One Gateway Plaza MS 99-23-4  
Los Angeles, CA 90012-2952**

The Premier on First Mixed-Use Project  
NOP\_DEIR 2016  
LACMTA Comments

Sincerely,



Elizabeth Carvajal  
Transportation Planning Manager

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

# GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

*Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."*

## D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

## D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

### D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

### D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

**If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).**

### D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

**D.5.1 Existing Traffic Conditions.** Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

**D.5.2 Selection of Horizon Year and Background Traffic Growth.** Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

## D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

## D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

## D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

**D.8.1 Intersection Level of Service Analysis.** The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

**D.8.2 Arterial Segment Analysis.** For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

**D.8.3 Freeway Segment (Mainline) Analysis.** For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

**D.8.4 Transit Impact Review.** CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- Evidence that affected transit operators received the Notice of Preparation.
- A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:
    - 3.5% of Total Person Trips Generated for most cases, except:
      - 10% primarily Residential within 1/4 mile of a CMP transit center
      - 15% primarily Commercial within 1/4 mile of a CMP transit center
      - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
      - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
      - 5% primarily Residential within 1/4 mile of a CMP transit corridor
      - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
      - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

## D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

**D.9.1 Criteria for Determining a Significant Impact.** For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ). The lead agency may apply a more stringent criteria if desired.

**D.9.2 Identification of Mitigation.** Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

**D.9.3 Project Contribution to Planned Regional Improvements.** If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

**D.9.4 Transportation Demand Management (TDM).** If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

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**D.10 REFERENCES**

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



Genevieve Sharrow <genevieves@migcom.com>

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## 1st and verdugo development

1 message

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**chuck Wilkie** <chuckwilkie40@gmail.com>

Thu, Mar 10, 2016 at 4:13 PM

Reply-To: chuck Wilkie <chuckwilkie40@gmail.com>

To: genevieves@migcom.com

Your City is a mess, I live at the Arts Colony and the intersection of Verdugo@ San Fernando is a mess being in a Senior Community and Construction and 50 to 100 Busses a day your downtown Burbank is a mess. With Ikea, there Hilton, and this corner with Fry. access, I am glad I am moving to greener pastures and out of Calif. You People just don't care about the environment, Seniors or any one else I think it is time to say good buy to WalMart and say that I am right. I will never recommend Burbank to any one. It is time to say no to Development on this Corner especially for the high end People.



Genevieve Sharrow <genevieves@migcom.com>

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**(no subject)**

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**Teddi** <travelingteddi@aol.com>

Fri, Mar 11, 2016 at 7:39 PM

To: genevieves@migcom.com

i am a resident of the Burbank Senior Artist Colony and received the notice of project at 103 E Verdugo Ave. With the new Hilton and the Ikea center we know there will be an increase of traffic and I feel that the new project will cause a terrible addition to congestion, traffic delays and unsafe conditions for all. The project seems huge and an unnecessary addition to Burbank. Please reconsider this project. The present mall has many vacant spots and with the moving of Ikea much more will be available and we do not need empty store fronts. Please reject this project.

Teddi Shattuck



Genevieve Sharrow <genevieves@migcom.com>

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## Premier on First Project

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James Lane <James\_Lane@emerson.edu>

Mon, Apr 11, 2016 at 7:50 AM

To: "genevieves@migcom.com" <genevieves@migcom.com>

Dear Ms. Sharrow,

I am writing to urge you to reject the Premier on First project. There are many Burbank citizens that feel that the density and scale of this project is not appropriate for our city. Despite claims otherwise, the project will have too many negative impacts on the neighboring community to justify any tax benefit the city might see from this. These include traffic, construction pollution (painfully under-anticipated in recent projects like Talaria), block design that negatively affects pedestrians, and skyline impediments. Further, recent City Council discussions revealed that the current General Plan has inadequately outlined many construction codes and until that is resolved, projects like Premier should be put on hold. Our staff and elected officials have very poor and vague guidelines when it comes to evaluating projects of this scale.

Sincerely,

Jim Lane

Jim Lane PhD  
Senior Scholar-in-Residence  
Founding Director, Emerson Prague Summer Experience in Film  
Emerson College Los Angeles Center  
[323-952-6230](tel:323-952-6230)



Genevieve Sharrow &lt;genevieves@migcom.com&gt;

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## 1 of 2 Public comment to be included in the NOP for "Premier on First" project

1 message

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**TONY NOAKES** <camguy@mindspring.com>

Tue, Apr 12, 2016 at 11:14 PM

To: "genevieves@migcom.com" &lt;genevieves@migcom.com&gt;

Hello All,

Well, we are, all, becoming aware that the Cusumano's are attempting another MAX DENSITY project, "Premier on First Street". This time round instead of using the "Leeds" propaganda like he did with Talaria to justify maxing out, he's using the need for "millennials" housing propaganda. Unfortunately for him, his reasoning is based on mostly myth as much research is showing. I'll save that for a later day. For now, here's a post from a self-described millennial on the FB page "Save Burbank Neighborhoods". She posted in a thread, I started, about the Cusumano project. And, you can read her responding to quotes of what Cusumano either said or was paraphrased as having said...all is easily validated if need be. BTW, I've never met this young lady nor had I ever communicated with her prior to my reply to the post below via a private message. Enjoy:

---

Becca Wallace:

Wow. Okay.

" 1. Developers like you tell us the millennial generation needs housing. And, we know, due to college loan debt and low pay, no benefits, high housing costs etc. it would be hard for a millennial to find affordable housing in Burbank.. Well, you are quoted as stating the Talaria apartments will cost about \$4000.00 per unit. And now this project you want to build will have a ONE BEDROOM unit costing approx. \$2282.50 – \$2640.00. How do you propose a millennial is going to be able to afford that kind of rent? "

They won't -- not on their own. I can attest that millennials, even ones making a decent living, are cramming into smaller units to be able to afford rent. If they are lucky enough to own cars, you have several cars per unit that clog up parking spaces. I would know -- I live in a house with four other people, 4/5 of us have cars. \$2200 for a one-bedroom is absurd, and anything higher is laughable.

" Mr. Cusmano knows that there is a generational shift happening where Millennials, which are the demographic which will most likely end up living in this building, are revolutionizing the way we get around, and becoming less likely to own cars. "

I didn't know that not being able to afford a car - or using that money for more pressing financial obligations - was "revolutionary." I'm fortunate enough to be a millennial who can afford a car, but it is mostly because it has proven to be a necessity.

" He drew on examples from his personal life about his kids who are currently in college enjoy taking the train places. He says many of their friends do not own cars and enjoy that. "

A rich kid in college representing my whole generation? That's cute. Ask a working post-grad millennial how often they use the train to do anything other than commute long distances for little trips. We don't really commute via train. We barely use the buses -- the time spent using the spotty bus system would be better spent working. No, we begrudgingly buy cars because, in many ways, it is the only real option. That is why I have one.

The cars aren't going anywhere. Only the richest people will be able to afford the housing; the alternative is more tenants cramming themselves into smaller units, clogging up the streets and parking areas nearby.

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Again, let's get ALL the information upfront and out there before we continue to let Burbank get over-developed in a way that benefits the few and the expense of the many.

Cheers,  
TONY NOAKES  
[camguy@mindspring.com](mailto:camguy@mindspring.com)  
818.269.3905 cell

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 **smime.p7s**  
2K



Genevieve Sharrow &lt;genevieves@migcom.com&gt;

## 2 of 2 Public comment to be included in the NOP for "Premier on First" project

1 message

**TONY NOAKES** <camguy@mindspring.com>

Tue, Apr 12, 2016 at 11:45 PM

To: "genevieves@migcom.com" <genevieves@migcom.com>

Mr Cusumano proclaims that millennials will rent his units on "Premier on First". The evidence is proving otherwise, given his estimated prices for rental, millennials could not afford to live there. Mr. Cusumano proclaims by building more units, in his cases, he built maximum density plus 25% bonus density with his Talaria project and now he just wants to build max density for this Premier on First, that this will help create affordable housing. NOT TRUE!.

Below is an article that covers a lot of issues, mostly dispelling the preconception many have about urban renewal and expansion and validating some perceptions.

It, also, reveals how and why a California study on affordable housing is flawed. The flaw is the fact that the California study does not factor in where displacement in a so-called hot area happens and where it is eased when new units are built. In effect, the study doesn't distinguish between hot areas with tight housing (i.e inner city San Francisco or San Jose) and rapidly growing areas on the urban fringe where land is cheaper and there is much more space. Here's quote from the article:

**( "But it relies upon a single imperfect definition of displacement and doesn't distinguish between parts of the Bay Area that are growing rapidly and where land is cheap from the tight housing markets in San Francisco, Oakland, and San Jose. These three cities account for about a third of new market-rate units in areas the report focuses on. But other top producers include cities on the urban fringe as well as unincorporated areas where displacement pressures are minimal. Grouping together these very different places can make it appear as though new market-rate units prevent displacement, when in fact the opposite might be true.**

**The report also ignores clear evidence from other sources of ongoing shortfalls in affordable housing supply. The state tracks how well cities perform on the goal of providing housing affordable to all income levels. Between 2007 and 2014, fully 99 percent of the Bay Area's need for high-end units was met. Conversely, building permits lagged far behind need for low- and moderate-income units. " )**

In the content of the article, there is clear and concise info on the evidence that in hot markets, such as Burbank, that new, "market rate units" drive up the price NOT stabilize it or reduce it. This is due to NO SUBSIDIZED units and the fact the lower class and the middle and upper classes are all competing for the same properties. Guess who wins out?

Here's the link to the article:

<https://www.washingtonpost.com/news/wonk/wp/2016/02/19/how-to-make-expensive-cities-affordable-for-everyone-again/>

As you just read, the "displacement" in the inner city areas IS significant because of new "market rate units" and less impacting (displacement) on the outskirts were pricing is less.

Now, the pricing that Cusumano is "estimating" is very high even though he calls refers to it as "market rate" pricing....that's the nice way of say it.

Burbank has no outer areas to grow...only UP! And, the arguably less expensive areas of Burbank that might exist? ...well those are areas that no developers are asking to build.

FURTHERMORE, Mr. Cusumano proclaims "millennials" are NOT buying cars and rather are taking trains etc. NOT TRUE! BTW, trains in Los Angeles? To where? And, Burbank only has 3 rail lines in and out of the

city....limited to say the least.

Here's an article on the fact that millennials are indeed car buyers and growing.

<http://www.bloomberg.com/news/articles/2015-04-20/millennials-embrace-cars-defying-predictions-of-sales-implosion>

So, the myth that they aren't buying cars is NOT TRUE! It is one of the many myths people like me get so tired of hearing developers and city planners use to justify MAXIMUM GROW PROJECTS.

It's smoke and mirrors like what Mr. Cusumano tells us that have gotten so many people, like me, to be mistrusting of our government leaders when they vote in favor of these excessive projects. A developer, like Cusumano, tells us that MAX DENSITY is good for us and then he quotes a bunch of government stats and studies and recommendations to justify it. And, we all know those studies or nothing more than talking points that don't even begin to address all the infrastructure problems that come with their fruition.

So, when a Cusumano gets to maximize his profits (i.e. MAX DENSITY) and the city gets the higher income, we, the citizens, are left to deal with the chronic problems and mitigation needed to fix all the new issues... again, the few benefit at the expense of the many.

There is a better more contained, less dense way to move forward. We all know this. The problem is will CITY LEADERS step up to the plate and swing for it.

TONY NOAKES  
[camguy@mindspring.com](mailto:camguy@mindspring.com)  
818.269.3905 cell

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 **smime.p7s**  
2K



Genevieve Sharrow &lt;genevieves@migcom.com&gt;

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**REVISED: #1 Please add to the the public record for the "Premier on First" NOP**

1 message

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**Heidi Ender** <heidiender@mindspring.com>  
To: "genevieves@migcom.com" <genevieves@migcom.com>

Tue, Apr 12, 2016 at 11:10 PM

Here is my contact info:

Heidi Ender  
Burbank resident  
[818.269.4569](tel:818.269.4569) cell

Begin forwarded message:

**From:** Heidi Ender <[heidiender@mindspring.com](mailto:heidiender@mindspring.com)>  
**Subject:** #1 Please add to the the public record for the "Premier on First" NOP  
**Date:** April 12, 2016 11:05:59 PM PDT  
**To:** [genevieves@migcom.com](mailto:genevieves@migcom.com)

Burbank is at a very pivotal point. We either continue to over-build and a congested mishmash of mixed use, or we contain and have responsible development. The studies(i.e. traffic, housing etc.), the ideologies, the use of smoke and mirror tactics...they don't add up to a quality of life I see disappearing at breakneck speed. Even the "market rate units" the developers want to build are still too EXPENSIVE with ZERO guarantee their maximum density projects will help more than hinder.

This is a two tower / two phase project.

1. a 14 story apartment complex.
2. a 13 story hotel, or a 12 story office building (TBD)

ONE bedroom apartments: 830-880 sq. feet  
TWO bedroom apartments: 1140 – 1150 sq. ft.

Costs per square foot estimate according to Michael Cusumano: \$2.75 -\$3.00 per sq ft. (1 bdrm. apt. est. costs \$2282.50 – \$2640.00.

Michael Cusumano: "These will be upper-income apartments"

But, he sells it on the premise of a need for housing for the millennials to live in. Yet, millennials tell us costs are too high to live in Burbank, and that that is mostly due to a so-called shortage of housing.

Hmmm, there seems to be a disconnect, am I missing something here?

Here's a quote from a propaganda piece written about the project:

"Mr. Cusmano knows that there is a generational shift happening where Millennials, which are the demographic which will most likely end up living in this building, are revolutionizing the way we get around, and becoming less likely to own cars. He drew on examples from his personal life about his kids who are currently in college enjoy taking the train places. He says many of their friends do

not own cars and enjoy that. Consequently he believes that is almost certain that 445 parking spaces are too many, and the garage will never be full. He hypothesizes that twenty years from now, a large proportion of the parking spaces in this tower, as well as in the Talaria project, will sit empty and unused"

Here is the link to the article:

(<http://www.laocdb.com/.../the-premier-on-first-project-in-bur...>)

Here's some questions that I'd like answered about this MAX DENSITY project:

1. Developers like you tell us the millennial generation needs housing. And, we know, due to college loan debt and low pay, no benefits, high housing costs etc. it would be hard for a millennial to find affordable housing in Burbank.. Well, you are quoted as stating the Talaria apartments will cost about \$4000.00 per unit. And now this project you want to build will have a ONE BEDROOM unit costing approx. \$2282.50 – \$2640.00. How do you propose a millennial is going to be able to afford that kind of rent?

2. Why 14 stories? Why not much smaller?

3. Do you believe downtown is already congested with vehicle traffic? Either way, Staff is telling us they want bike paths around downtown and elsewhere, so given the APARTMENT CORRIDOR attempting to be built up and down 1st street i.e., your project and the 2 city block 5+ story "Village on First" project about 3 blocks away, so is a detailed traffic study going to be implemented that incorporates bicycle traffic into the equations and will the results and methodology be made EASILY available to council and the public?

4. Is a study going to be made and available for council and public inspections about wind tunnel effects of said "corridors"?

5. Water? We are coming off the worst 3 years of drought in the western United States in the 150+ years of record keeping? And we know Staff likes to revert to the decades old master plan and the newly developed Burbank General Plan 2035 as justification why they allow such huge projects... ie. because they can, BUT, does that really justify the tremendous drain on our water supply, especially when we are being told to conserve water and being penalized if we don't?

6 . Doesn't smaller projects mean less water being used, less traffic, less pollution, less people etc. ? Why do you have to max out or go above the max like when Staff allows the 25% density bonus? Why not smaller since we already have, NOW, so many problems such as crowded schools, rising crime, bad traffic etc.?

7. Does staff have any plans or will Cusumano have plans that the public and council can review about your ideas of mitigation for such things as

A. the onslaught of future traffic.

B. the current over-crowding in our school system?

8. Traffic in downtown and many other areas is bad and only getting worse, so how do you justify the obvious increase in traffic, especially with the 4.7 million sq. feet of commercial space already slated in and around your Talaria with a Whole Foods coming on line and the state recommendation of Burbank adding 4500 new residential units, of which only a coupla hundred have been built?

9. Mr. Cusumano has been paraphrased as stating "that twenty years from now, a large proportion of the parking spaces in this tower, as well as in the Talaria project, will sit empty and unused". Well, what is that based on? Any study? And, in the mean time what happens during those 20 years? Do we move to Malibu like Mr. Cusumano has already done?

10. Mr. Cusumano has stated that his kids "enjoy taking the train places". Well, Mr. Cusumano, is that to and from work? To and from college? Or is it just for vacation trips? Do you take a train from Malibu to your office here in Burbank? Or is there no train system for that? Do your kids own cars? Can you tell us how a metro station and system is truly going to relive Burbank of all these growth problems and peoples need to travel to and from locations if the train system is decades

away but the high density growth projects are happening now?

11. For staff, do you have or will you be doing a formal presentation of this decades old master plan? So, citizens can get a glimpse of what is happening for a clearer understanding. Because what we see being attempted is an URBANIZATION of Burbank, a Burbank that many consider and want to stay a SUBURB?



# “The Premier on First” Environmental Impact Report (EIR) Scoping Meeting

Please use this page to submit questions or comments regarding the scope and content of the environmental review and other information that should be included in the Environmental Impact Report.

I am hearing from so many stakeholders: the developer, the municipality, residents, ~~and~~ businesses, et al. The sticking point is, IMHO, ~~mistaken~~ opposition seems to be focused on a desire to refuse densification, a trend which is as inevitable as continued urbanization (currently at 81% nationwide).

My sincere hope is that we may collectively balance the realities of urbanization and core geographic densification, with the need for developments that will strengthen our livable communities. We currently have an existing surplus of mid-large business office spaces in Burbank, but a paucity of small-mid size business spaces, catering to tech, venture economy, and M+E business growth. We are catering too much to a rapidly obsolete car-centric culture, when we ~~should~~ be diving growth of pedestrian, bicycle, + public transport options.

*If necessary, use the reverse side of the paper.*

**Please complete the information below and print clearly  
to ensure that your comments are included in the record.**

Name: NICHOLAS DE WOLFF Phone: (818) 588-6411  
 Organization (if applicable): DE WOLFF ADVISORS, INC.  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Email Address: (optional): nicholas@nicholaode Wolff.com

You may submit your comments during the meeting, or send to:

City of Burbank, Planning Division  
 Attn: Genevieve Sharrow  
 150 North Third Street  
 Burbank, CA. 91502  
 Via e-mail: genevieves@migcom.com

**Comments may be submitted until 5:00 PM on Wednesday, April 13, 2016.**



# “The Premier on First” Environmental Impact Report (EIR) Scoping Meeting

Please use this page to submit questions or comments regarding the scope and content of the environmental review and other information that should be included in the Environmental Impact Report.

LACK OF OPEN SPACE FOR PASSIVE AND ACTIVE RECREATION - GREEN SPACE. BUILDING EDGES AT PUBLIC CIRCULATION (VERTICAL EDGES).  
 FULL PARKING PROVIDED - TRAFFIC STUDY & IMPACT REFLECT HOW PEDESTRIAN & VEHICULAR CIRCULATION INTEGRATE.  
 WHAT IS CUMMULATIVE IMPACT OF MULTIPLE DENSE DEVELOPMENT.  
~~GEN~~  
 AESTHETICS - VERY INSENSITIVE TO HUMAN SCALE AT PUBLIC CIRCULATION - SIDEWALKS  
 NO TO ATTAINING SKETCH

If necessary, use the reverse side of the paper.

**Please complete the information below and print clearly to ensure that your comments are included in the record.**

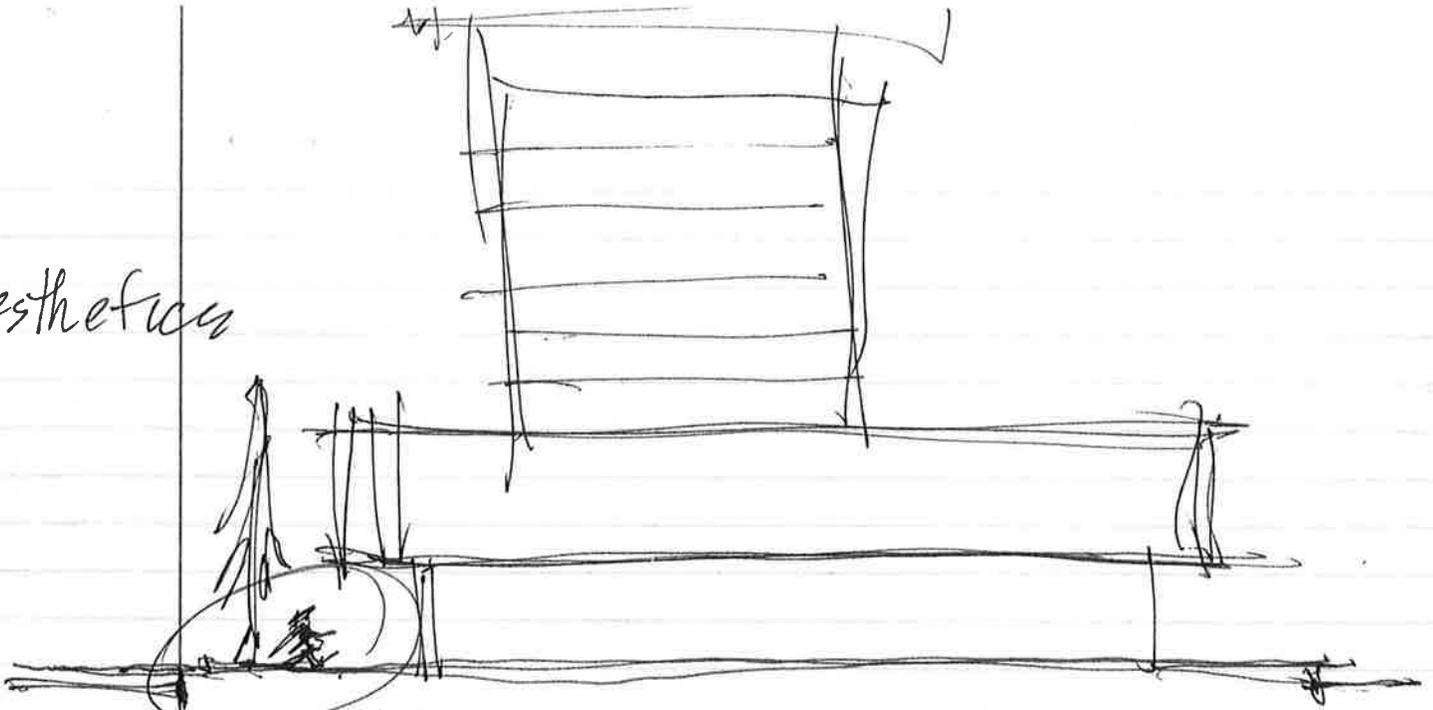
Name: JIM SMITH Phone: (818) 843-2238  
 Organization (if applicable): \_\_\_\_\_  
 Address: 1606 W. CLARE AVE  
 City: BURBANK State: CA Zip: 91506  
 Email Address: (optional): jsmith11@att.net

You may submit your comments during the meeting, or send to:

City of Burbank, Planning Division  
 Attn: Genevieve Sharrow  
 150 North Third Street  
 Burbank, CA. 91502  
 Via e-mail: genevieves@migcom.com

**Comments may be submitted until 5:00 PM on Wednesday, April 13, 2016.**

Aesthetics



NOT SENSITIVE TO  
HUMAN SCALE @ GROUND  
LEVEL —

High density mixed use

OPEN SPACE

Cyprus + Third

GOOD EXAMPLE

being complement w/ code  
isn't <sup>mean</sup> not a thoughtful project

cumulative impact

**From:** [Genevieve Sharrow](#)  
**To:** [Ned Baldwin](#); [Foote, Brian](#)  
**Subject:** Fwd: FW: NOP of DEIR for Premier on First  
**Date:** Friday, March 04, 2016 4:42:52 PM  
**Attachments:** [NOP of a DEIR Premier on First Mixed Use Project.pdf](#)  
[Premier Project SM Feeder.pdf](#)  
[MWD Guidelines for Development.pdf](#)

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FYI

----- Forwarded message -----

**From:** **Doesserich, Diane M** <[DDoesserich@mwdh2o.com](mailto:DDoesserich@mwdh2o.com)>  
**Date:** Fri, Mar 4, 2016 at 1:51 PM  
**Subject:** FW: NOP of DEIR for Premier on First  
**To:** "[genevieves@migcom.com](mailto:genevieves@migcom.com)" <[genevieves@migcom.com](mailto:genevieves@migcom.com)>

Dear Ms. Sharrow,

Attached please find Metropolitan Water District's response to the Notice of Preparation of a Draft Environmental Impact Report regarding "The Premier on First Mixed Use Project". The blue line on the attached map is our Santa Monica Feeder pipeline. Thank you.

**Diane Doesserich | Environmental Specialist | Environmental Planning Team**  
**The Metropolitan Water District of Southern California**  
(o) [213-217-5787](tel:213-217-5787) | [ddoesserich@mwdh2o.com](mailto:ddoesserich@mwdh2o.com)

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**Genevieve Sharrow**

*Project Manager*

**MIG, Inc.**  
537 S. Raymond Avenue  
Pasadena, California 91105  
626 744 9872 | [www.migcom.com](http://www.migcom.com)

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