



1.0 Executive Summary



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The Media Studios Ten-Year Development Agreement Extension Project (Project) site is in the County of Los Angeles (County), in the northwest portion of the City of Burbank (City), approximately 12 miles north of downtown Los Angeles.

For analysis purposes, the Project site has been classified according to the following areas; refer to Exhibits 3-2, Project Location, and 3-3, Media Studios:

- Media Studios: Media Studios encompasses approximately 16.34 acres (APNs 2464-004-033, 2464-004-034, 2464-004-035, 2464-004-036, 2484-004-023, and 2484-004-018) located northwest of the North Ontario Street/Empire Avenue intersection.
- Planned Development 89-7 (PD 89-7) Area: This approximately 11.38-acre area (PD 89-7 or Project area) is consistent with the Media Studio's boundaries, except PD 89-7 excludes an approximately 4.96-acre portion of Media Studios (3100 Thornton Avenue [APN 2484-004-018]), which is not a part of the proposed Development Agreement Extension. Although this property is not a part of the Project, it is identified in this discussion due to its shared parking component with the greater Media Studios campus.
- PD 89-7 Phase 6 Site: This approximately 1.73-acre area (APN 2464-004-033) (Phase 6 site) that is part of the 11.38-acre PD 89-7 area, is located generally northeast of the North Avon Street/Empire Avenue intersection, at the northern extension of North Avon Street.

1.2 PROJECT SUMMARY

Media Center North Development LLC, the applicant, is seeking to amend their Development Agreement (Agreement) to allow development of the remaining 160,447 adjusted gross square feet of entitlements and development of Phase 6. The applicant is not seeking any other changes to the Agreement or current approved entitlements. The Project consists of two key components: an amendment to the Development Agreement for PD 89-7 (PD 89-7); and development of PD 89-7 Phase 6 involving a 160,447-adjusted gross square foot office building.

DEVELOPMENT AGREEMENT

The Project proposes an amendment to the Agreement for PD 89-7 to extend the term to May 10, 2028. The proposed amendment is needed to secure the previously approved entitlements for the remaining 160,447 adjusted gross square feet of PD 89-7 where 622,553 adjusted gross square feet have already been developed.

PLANNED DEVELOPMENT 89-7 PHASE 6

This Environmental Impact Report (EIR) will analyze the environmental impacts associated with development of PD 89-7 Phase 6, which involves the remaining 160,447 adjusted gross square feet.



Although previously analyzed under the California Environmental Quality Act (CEQA), this EIR conservatively analyzes Phase 6 as a new proposal, given the passage of time and the additional development that has occurred in the Project area, since the original approval.

A 160,447-adjusted gross square foot office building is proposed on the PD 89-7 Phase 6 site, at the northwestern portion of Media Studios. The building would be five-stories, at a maximum height of 70 feet above plaza level. The proposed office building would tie in with the existing development including all landscaping, amenities, and parking. The proposed structure would be incorporated into the existing campus with all parking in the subterranean garage accessible from existing and proposed entrances. Future tenants would be limited to land uses permitted according to existing PD 89-7 Conditions of Approval. New construction and expansion of existing facilities in accordance with the PD 89-7 Conditions of Approval are anticipated during the term of the extended PD.

ARCHITECTURAL DESIGN

The proposed five-story office structure is designed as a steel frame building with a building exterior featuring a contemporary design consisting of metal spandrel panels, and vision and spandrel glass consistent with the existing Media Studios commercial office buildings. The office building would be surrounded by a landscaped plaza at street level that would provide visual screening and employee gathering areas along the structure's southern and eastern sides. The plaza would connect the campus' existing central garden features and outdoor dining area at the site's southeast corner. The proposed landscaping would also screen and cover one level of subterranean parking.

ACCESS AND PARKING

Vehicular access to the proposed office building would be provided via the existing entry drive at Empire Avenue and a proposed Project entry at North Avon Street. However, parking for the new building would be accessible from all existing entrances.

Media Studios currently provides a total of 2,672 code-compliant parking spaces. The existing parking requirement totals 2,268 spaces, thus, an excess supply of 404 spaces exists. A total of 162 parking spaces are proposed in the P1 level below the proposed Phase 6 office building and the balance (319 spaces) would be accommodated utilizing the excess parking in the adjacent and interconnected four-level subterranean parking structure to the south and east. At the time of completion, there would be an excess of 69 parking stalls.

GRADING

Some grading for the proposed improvements has been completed, however additional grading would be required for the creation of one (1) level of subterranean parking. Project grading is estimated to involve approximately 5,500 cubic yards of cut and 20,900 cubic yards of fill. However, final grading plans would be approved by the City Engineer and Building Official prior to Grading Permit issuance.

1.3 PROJECT OBJECTIVES

The proposed Project identifies the following objectives:



- Convert an existing vacant land parcel to a commercial office building consistent with existing uses on the office campus;
- Utilize proximity to multiple transit options including Metrolink, MTA, Amtrak and the Hollywood-Burbank Airport to provide office tenants a diverse set of public transportation options to the Project site;
- Continue to promote sustainability efforts within the Golden State District through the implementation of Burbank Water and Power reclaimed water for irrigation and cooling towers, energy efficiency and green cleaning programs; and
- Create a new access point to the existing subterranean parking structure enabling access from the west side of the existing office campus.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in [Section 5.0, *Environmental Analysis*](#), of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
5.1 AIR QUALITY			
AQ-1	<p>Short-Term (Construction) Air Emissions</p> <p><i>Short-term construction activities associated with the proposed Project could result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
AQ-2	<p>Long-Term (Operational) Air Emissions</p> <p><i>Implementation of the proposed Project would result in increased impacts pertaining to operational air emissions.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
AQ-3	<p>Localized Emissions</p> <p><i>Development associated with implementation of the proposed Project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
AQ-4	<p>Consistency with Regional Plans</p> <p><i>Implementation of the proposed Project could conflict with or obstruct implementation of the applicable air quality plan.</i></p>	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
Cumulative Impacts			
	<p>Short-Term (Construction) Air Emissions</p> <p><i>Short-term construction activities associated with the proposed Project and other related cumulative projects, would result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Long-Term (Operational) Air Emissions</p> <p><i>The proposed Project and other related cumulative projects would result in increased impacts pertaining to operational air emissions.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Localized Emissions</p> <p><i>Development associated with implementation of the proposed Project and other cumulative projects could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Consistency with Regional Plans</p> <p><i>Implementation of the proposed Project and other related cumulative projects could conflict with or obstruct implementation of the applicable air quality plan.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
5.2 GREENHOUSE GAS EMISSIONS			
GHG-1	<p>Greenhouse Gas Emissions</p> <p><i>Greenhouse gas emissions generated by the Project could have a significant impact on global climate change.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
GHG-2	<p>Consistency with Applicable GHG Plans, Policies, or Regulations</p> <p><i>Implementation of the proposed Project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
	<p>Greenhouse Gas Emissions and Consistency</p> <p><i>Greenhouse gas emissions generated by the proposed Project and other related cumulative projects could have a significant impact on global climate change.</i></p>	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	<i>Implementation of the proposed Project and other related cumulative projects could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</i>		
5.3 NOISE			
NOI-1	Short-Term Construction Noise Impacts <i>Grading and construction within the area would not result in significant temporary noise impacts to nearby noise sensitive receivers.</i>	No mitigation measures are required.	Less Than Significant Impact.
NOI-2	Vibration Impacts <i>Project implementation would not result in significant vibration impacts to nearby sensitive receptors.</i>	No mitigation measures are required.	Less Than Significant Impact.
NOI-3	Long-Term (Mobile) Noise Impacts <i>Traffic generated by the proposed Project would not significantly contribute to existing traffic noise in the area or exceed established noise standards.</i>	No mitigation measures are required.	Less Than Significant Impact.
NOI-4	Long-Term (Stationary) Noise Impacts <i>The proposed Project would not result in a significant increase in long-term stationary ambient noise levels.</i>	No mitigation measures are required.	Less Than Significant Impact.
NOI-5	Airport Noise Impacts <i>The Project would not expose people residing or working in the Project area to excessive airport noise levels.</i>	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
	Short-Term Construction Noise Impacts <i>Grading and construction within the Project would not result in cumulatively significant short-term noise impacts to nearby noise sensitive receivers.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Vibration Impacts <i>Project implementation would not result in cumulatively significant vibration impacts to nearby sensitive receptors.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Long-Term (Mobile) Noise Impacts <i>Traffic generated by the proposed Project would not significantly contribute to existing traffic noise in the area or exceed established noise standards.</i>	No mitigation measures are required.	Less Than Significant Impact.



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	<p>Long-Term (Stationary) Noise Impacts</p> <p><i>The proposed Project would not result in a cumulatively significant increase in long-term stationary ambient noise levels.</i></p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>Airport Noise Impacts</p> <p><i>The proposed Project would not result in a cumulatively significant increase in excessive airport noise levels.</i></p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>5.4 TRAFFIC/TRANSPORTATION</p>			
<p>TRA-1</p>	<p>Construction Traffic</p> <p><i>Project construction could cause a significant increase in traffic for existing conditions when compared to the traffic capacity of the street system.</i></p>	<p>TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the City Traffic Engineer and Building Official. The requirement for a Construction Management Plan shall be incorporated into the Project specifications and subject to verification by the City Traffic Engineer and Building Official prior to final plan approval. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> • Traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the Project. • Require the Project Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Project Applicant shall clean adjacent streets, as directed by the City Traffic Engineer (or representative of the City Traffic Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. • Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday 	<p>Less Than Significant With Mitigation Incorporated.</p>



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
		<p>through Friday, unless approved otherwise by the City Traffic Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.</p> <ul style="list-style-type: none"> • Use of local streets shall be prohibited unless otherwise provided for in the CMP. • Haul trucks entering or exiting public streets shall at all times yield to public traffic. • If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the Project Applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Traffic Engineer. • All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or at a nearby site approved by the City Traffic Engineer as part of the CMP. • The Construction Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device as well as City of Burbank requirements. 	
TRA-2	<p>Project Traffic Generation</p> <p><i>Project implementation could cause a significant increase in traffic when compared to the traffic capacity of the street system.</i></p>	<p>TRA-2 Prior to final plan approval, the Project Applicant shall demonstrate on the proposed Project plans that Hollywood Way and Winona Avenue (Intersection No. 1) shall be widened and restriped at the northbound approach to include one left-turn lane, two through lanes, and one through/right lane. The existing southbound lanes and bicycle lanes along North Hollywood Way between Burton Avenue and Tulare Avenue shall not be removed as the proposed improvements can be accommodated within the existing 82-foot curb-to-curb width of North Hollywood Way. The final plan shall be reviewed and approved by the City Traffic Engineer and the Community Development Director.</p>	Significant and Unavoidable Impact.



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
		<p>Proof of compliance with this mitigation measure shall be required in order to receive a certificate of occupancy for the proposed Project.</p> <p>TRA-3 Prior to final plan approval, the Project Applicant shall demonstrate on the proposed Project plans that Hollywood Way and Thornton Avenue (Intersection No.2) shall be restriped at the northbound to include one left-turn lane, two through lanes, and one through/right lane. The existing bicycle lanes along North Hollywood Way shall not be removed as the proposed additional travel lanes can be accommodated within the existing 80-foot curb-to-curb width of North Hollywood Way. The final plan shall be reviewed and approved by the City Traffic Engineer and the Community Development Director. Proof of compliance with this mitigation measure shall be required in order to receive a certificate of occupancy for the proposed Project.</p>	
TRA-3	<p>Congestion Management Program</p> <p><i>Project implementation would not conflict with an applicable congestion management program.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
TRA-4	<p>Hazardous Traffic Conditions</p> <p><i>Development of the proposed Project would not result in a hazardous traffic condition either on-site or in the surrounding area.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
TRA-5	<p>Inadequate Emergency Access</p> <p><i>The proposed Project would not result in inadequate emergency access.</i></p>	Refer to Mitigation Measure TRA-1.	Less Than Significant With Mitigation Incorporated.
TRA-6	<p>Multimodal Transportation Plans</p> <p><i>Implementation of the Project would not conflict with adopted multimodal policies, plans, or programs.</i></p>	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts			
	<p>Construction Traffic</p> <p><i>Construction activities associated with the proposed Project, and other related cumulative projects, could adversely affect the existing traffic capacity.</i></p>	Refer to Mitigation Measure TRA-1.	Less Than Significant With Mitigation Incorporated.



EIR Section	Impacts	Mitigation Measures	Significance After Mitigation
	Project Traffic Generation <i>Implementation of the proposed Project and other related cumulative projects, could cause a significant increase in traffic for existing and future cumulative conditions when compared to the traffic capacity of the street system.</i>	Refer to Mitigation Measures TRA-2 and TRA-3.	Significant and Unavoidable Impact.
	Congestion Management Program <i>Project implementation with other related cumulative projects would not conflict with an applicable congestion management program.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Hazardous Traffic Conditions <i>Development of the proposed Project, and other related cumulative projects, would not cumulatively result in hazardous traffic conditions.</i>	No mitigation measures are required.	Less Than Significant Impact.
	Inadequate Emergency Access <i>Project development in conjunction with related projects would not result in inadequate emergency access.</i>	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Multimodal Transportation Plans <i>Implementation of the Project and other cumulative projects would not conflict with adopted multimodal policies, plans, or programs.</i>	No mitigation measures are required.	Less Than Significant Impact.

1.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with CEQA Guidelines Section 15126.6, this section provides a summary description of the alternatives to the Project that could feasibly attain most of the Project’s basic objectives, while avoiding or substantially lessening the Project’s significant effects. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the Project’s significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed Project objectives. The following alternatives are considered in this EIR:

- “No Project/No Development” Alternative; and
- “Phase 9 Development” Alternative.

Throughout Section 7.0, Alternatives to the Proposed Project, the alternatives’ impacts are analyzed for each environmental issue area examined in Sections 5.1 through 5.4 of this EIR. Each alternative was



compared to the Project on an issue-by-issue basis. The following is a summary description of each of the alternatives evaluated in [Section 7.0](#).

“NO PROJECT/NO DEVELOPMENT” ALTERNATIVE

The No Project/No Development Alternative assumes the proposed Media Studios Project would not be approved. Specifically, the proposed amendment to extend the Agreement for PD 89-7 an additional ten years and development of the remaining entitled 160,447 adjusted gross square feet of PD 89-7 on the Phase 6 site would not occur. The proposed 160,447-adjusted gross square foot office building, new entryway along North Avon Street, and 162 subterranean parking spaces would not be constructed. The Phase 6 site would remain in its current condition as a vacant, partially excavated site with a gravel/asphalt ramp and surface parking lot with vegetation covering the existing hillside. No other uses would be developed on the Phase 6 site, including the proposed Project.

“PHASE 9 DEVELOPMENT” ALTERNATIVE

The Phase 9 Development Alternative would develop the remaining 160,447 adjusted gross square feet of entitlements among two sites within the Media Studios campus, the Phase 6 and Phase 9 sites. The Phase 6 site is the same site proposed for development under the proposed Project along North Avon Street. The Phase 9 site is approximately 1.73 acres located at the northwest intersection of North Ontario Street and Empire Avenue within PD 89-7 of the Media Studios campus. The Phase 9 site is currently developed with an existing surface parking lot with ornamental trees along the eastern and southern perimeter. Similar to the proposed Project, this Alternative would amend the Agreement for PD 89-7 to extend the term ten additional years. However, this Alternative would develop the Phase 6 site as a 70,447-adjusted gross square foot office building and the Phase 9 site as a 90,000-adjusted gross square foot office building.

The proposed development on the Phase 6 site would be a three-story office building with one level of subterranean parking while the proposed structure on the Phase 9 site would similarly be a three-story office building with two levels of subterranean parking. The proposed buildings would be designed as steel frame buildings with contemporary design exteriors consistent with the existing Media Studios commercial office buildings. Both buildings would tie into the existing Media Studios campus' landscaping, amenities, and parking.

Similar to the proposed Project, a new entryway would be provided to the Phase 6 site from North Avon Street, that would connect to the existing subterranean parking garage on-site. No new entryways are proposed for the Phase 9 site. Parking for the two proposed office buildings would also be accessible from all existing driveways along Thornton Avenue, North Ontario Street, and Empire Avenue.

On the Phase 6 site, a one-level subterranean parking area would be developed with 162 parking spaces. The Phase 9 site would include two levels of subterranean parking with 133 spaces, replacing the 133 spaces provided from the existing surface parking lot. The subterranean parking levels proposed on the Phase 6 and 9 sites would connect to all underground parking areas on campus and would be accessible from any vehicular entrance.