



**Final | November 2018**

# **Media Studios Project Environmental Impact Report**



**Prepared for:  
City of Burbank**

**Prepared by:  
Michael Baker International**





**FINAL  
ENVIRONMENTAL IMPACT REPORT**

**Media Studios Project**

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**SCH NO. 2018011049**



Lead Agency:

**CITY OF BURBANK**

Community Development Department  
150 North Third Street  
Burbank, California 91510

**Contact: Mr. Mike Porto, Contract Planner**  
**MPorto@burbankca.gov**  
**(818) 238-5250**

Prepared by:

**MICHAEL BAKER INTERNATIONAL**

5 Hutton Centre, Suite 500  
Santa Ana, California 92707

**Contact: Ms. Starla Barker, AICP**  
**(949) 472-3505**

**NOVEMBER 2018**

JN 163182

This document is designed for double-sided printing to conserve natural resources.



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## **1.0 Introduction**

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## 1.0 INTRODUCTION

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines) Section 15088, the City of Burbank, as the lead agency, has evaluated the comments received on the Media Studios Project Draft Environmental Impact Report (Draft EIR) (State Clearinghouse Number [SCH No.] 2018011049).

The Draft EIR for the proposed Media Studios Project (herein referenced as the Project) was distributed to responsible and trustee agencies, interested groups, and organizations. The Draft EIR was made available for public review and comment for a period of 45 days. The public review period for the Draft EIR established by the CEQA Guidelines commenced on September 10, 2018 and ended October 24, 2018.

The Final EIR consists of the following components:

- Section 1.0 – Introduction
- Section 2.0 – Responses to Comments
- Section 3.0 – Errata
- Section 4.0 – Mitigation Monitoring and Reporting Program

Due to its length, the text of the Draft EIR is not included with this document; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft EIR identified in this document constitutes “significant new information” pursuant to CEQA Guidelines Section 15088.5. As a result, a recirculation of the Draft EIR is not required.



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## **2.0 Response to Comments**

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## 2.0 RESPONSE TO COMMENTS

In accordance with the *California Environmental Quality Act Guidelines* (CEQA Guidelines) Section 15088, the City of Burbank, as the lead agency, evaluated the oral and written comments received on the Draft Environmental Impact Report (EIR) (State Clearinghouse No. 2018011049) for the Media Studios Project (herein referenced as the Project) and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the Project in accordance with CEQA Guidelines Section 15132.

A list of public agencies, organizations, and individuals that that provided comments on the Draft EIR is presented below. Each comment has been assigned a letter number. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

<b>Commenter</b>	<b>Letter Number</b>
Office of Planning and Research, State Clearinghouse (October 25, 2018)	1
Los Angeles County Metropolitan Transportation Authority (October 18, 2018)	2
California Department of Transportation District 7 (October 23, 2018)	3



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STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



EDMUND G. BROWN JR.  
GOVERNOR

KEN ALEX  
DIRECTOR

October 25, 2018

Mike Poro  
City of Burbank  
150 North Third St.  
Burbank, CA 91502

Subject: Media Studios Ten-Year Development Agreement Extension Project  
SCH#: 2018011049

Dear Mike Poro:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 24, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

1-1

2018 OCT 30 A 2: 21  
PLANNING DIVISION

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2018011049  
**Project Title** Media Studios Ten-Year Development Agreement Extension Project  
**Lead Agency** Burbank, City of

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**Type** EIR Draft EIR

**Description** The project consists of two key components: an amendment to the Development Agreement for Planned Development 89-7 (PD 89-7) and continuation of the entitlements for the development of a 160,447-adjusted gross sf office building on the phase 6 site of PD 89-7 to May 10, 2028. Although previously analyzed under CEQA, the Draft EIR analyzes development of 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.

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**Lead Agency Contact**

**Name** Mike Poro  
**Agency** City of Burbank  
**Phone** 818-238-5250 **Fax**  
**email**  
**Address** 150 North Third St.  
**City** Burbank **State** CA **Zip** 91502

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**Project Location**

**County** Los Angeles  
**City** Burbank  
**Region**  
**Lat / Long** 34° 11' 35" N / 118° 20' 50" W  
**Cross Streets** North Ontario Street/Empire Ave.  
**Parcel No.** 2464-004-033  
**Township** 1N **Range** 14 **Section** 4 **Base**

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**Proximity to:**

**Highways** I-5  
**Airports** Hollywood-Burbank  
**Railways** Metrolink Rail  
**Waterways**  
**Schools** Various  
**Land Use** Surface Parking Lot/Planned Development/Regional Commercial

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**Project Issues** Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual; Growth Inducing

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; State Water Resources Control Board, Division of Drinking Water; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 09/10/2018 **Start of Review** 09/10/2018 **End of Review** 10/24/2018



**1. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, OCTOBER 25, 2018.**

- 1-1 This comment indicates that the State Clearinghouse submitted the Draft EIR to selected State agencies for review and that the comment period for the Draft EIR concluded on October 24, 2018. The comment indicates that the lead agency complied with the public review requirements for draft environmental documents pursuant to CEQA and no State agencies submitted comments. As such, no further response is necessary.



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**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

October 18, 2018

Mike Porto  
Community Development Department  
Burbank  
150 North Third Street  
Burbank, CA 91510

**RE: Media Studios Ten Year Development Agreement – Notice of Availability of a Draft Environmental Impact Report (EIR)**

Dear Mr. Porto:

Thank you for coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the proposed Media Studios Ten Year Development Agreement (Project) located at 2255 North Ontario Street in the City of Burbank (City). Metro is committed to working with local municipalities, developers, and other stakeholders across Los Angeles County on transit-supportive developments to grow ridership, reduce driving, and promote walkable neighborhoods. Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. TOCs maximize equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

The purpose of this letter is to briefly describe the proposed Project, based on the Notice of Availability of a Draft EIR and to outline recommendations from Metro concerning issues that are germane to our agency's statutory responsibility in relation to the Metro bus facilities and services, which may be affected by the proposed Project.

#### **Project Description**

The Project proposes a 160,447 gross square foot office building at the northeastern portion of the Media Studios campus, near the North Avon Street/Empire Avenue intersection. The new building would be five stories with a maximum height of 70 feet above the plaza level with a subterranean garage. The office building would also tie in with existing landscaping and amenities.

#### **Metro Comments**

In addition to the specific items outlined below, Metro would like to provide the Project Sponsor with a user-friendly resource, the Metro Adjacent Development Handbook (attached), which provides an overview of common concerns for development adjacent to Metro-owned right-of-way (ROW), as well as the Adjacent Construction Manual with technical information (also attached). These documents and additional resources are available at [www.metro.net/projects/devreview/](http://www.metro.net/projects/devreview/).

2-1

### *Metro Bus Stop Adjacency*

1. **Service:** Metro Bus Lines 94 and 169 operate on North Avon Street, adjacent to the proposed Project. One Metro Bus stop is directly adjacent to the proposed Project on the corner of North Avon Street and West Empire Avenue. Other transit operators may provide service in this area and should be consulted.
2. **Impact Analysis:** With an anticipated increase in traffic during and after construction, Metro encourages any impact analysis to include potential effects on the Metro Bus lines. Potential impacts could include construction traffic, operation of and shipment/deliveries to the completed Project, and temporary or permanent bus service rerouting.
3. **Driveways:** Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.
4. **Bus Stop Access & Enhancements:** Metro strongly encourages the installation of bus shelters with benches, wayfinding signage, enhanced crosswalks and ramps compliant with the Americans with Disabilities Act (ADA), as well as pedestrian lighting and shade trees in paths of travel to access bus stops and other amenities that improve safety and comfort for transit riders. The City should consider requiring the installation of such amenities as part of the development of the site.
5. **Final Bus Stop Condition:** The existing Metro bus stop must be maintained as part of the final Project. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus operations. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.
6. **Bus Operations Contacts:** Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 with any questions and at least 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.

2-1

### *Transit Orientation*

Considering the Project's proximity to the Burbank Bob Hope Airport Metrolink Station (Station), Metro would like to identify the potential synergies associated with transit-oriented development:

1. **Land Use:** Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Project Sponsor to be mindful of the Project's proximity to the Station, including orienting pedestrian pathways towards the station.
2. **Walkability:** Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort to access the nearby bus stop. The City should consider requiring the installation of such amenities as part of the conditions of approval for the Project.

2-2

3. **Access:** The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at:  
[http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf)
4. **Active Transportation:** Metro encourages the City to work with the Project Sponsor to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure, access controlled, enclosed long-term bicycle parking, for employees, and guests. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. The Project Sponsor should coordinate with the Metro Bike Share Program for a potential Bike Share station at this development, if applicable in the future. Additionally, the Project Sponsor should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the Project site and nearby destinations.
5. **Wayfinding:** The Project is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design. Please contact Lance Glover at 213-922-2360 or [GloverL@metro.net](mailto:GloverL@metro.net).
6. **Multi-modal Connections:** With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the Project and nearby transit services, including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
7. **Parking:** Metro strongly encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies should be pursued to reduce automobile-orientation in design and travel demand.
8. **Transit Pass:** Metro would like to inform the Project Sponsor of Metro’s employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or [DemingD@metro.net](mailto:DemingD@metro.net).

2-2

#### *Congestion Management Program*

Beyond impacts to Metro facilities and operations, Metro must also notify the Project Sponsor 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:

2-3

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.

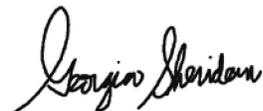
2-3

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 Eddi Zepeda by phone at 213-418-3484, by email at [DevReview@metro.net](mailto:DevReview@metro.net), or by mail at the following address:

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

Sincerely,



Georgia Sheridan, AICP  
Senior Manager, Transit Oriented Communities

Attachments and links:

- Adjacent Construction Design Manual
- Adjacent Development Handbook: <https://www.metro.net/projects/devreview/>
- CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

## ADJACENT CONSTRUCTION DESIGN MANUAL

## 1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facilities or structures are advised to submit for review ~~seven (7)~~ **two (2) hard** copies **and one (1) electronic copy** of their **design** drawings and ~~four (4) copies of their calculations~~ showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (~~usually includes Construction, Operations, Maintenance, and Real Estate~~) **for MTA departments review**. Parties shall be responsible for all costs related to ~~MTA drawing reviews by MTA~~. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
  - B. Drainage Area Maps and Drainage Calculations
  - C. Architectural drawings
  - D. Structural drawings and calculations
  - E. Civil Drawings
  - F. Utility Drawings
  - G. Sections showing Foundations and MTA Structures
  - H. Column Load Tables
  - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
  - J. A copy of the Geotechnical Report.
  - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
  - L. Drawings and calculations should be sent to:  
**MTA Third Party Administration (Permits Administration)**  
**Los Angeles County Metropolitan Transportation Authority**  
One Gateway Plaza  
Los Angeles, California 90012

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits ). The Party shall review the complexity of the project, and **contact MTA to** receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to **Engineering**, Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro **TransitRail** System
- 1.6 The following items must be completed before starting any construction:
- A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
  - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight
- The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

## 2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.
- 2.5 The calculations submitted for review shall include the following:
- A. A concise statement of the problem and the purpose of the calculation.
  - B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
  - C. References to articles, manuals and source material shall be furnished with the calculations.
  - D. Reference to pertinent codes and standards.
  - E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
  - F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
  - G. Numerical calculations shall clearly indicate type of measurement unit used.
  - H. Identify results and conclusions.
  - I. Calculations shall be neat, orderly, and legible.
- 2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:
- A. Program Name.
  - B. Program Abstract.
  - C. Program Purpose and Applications.
  - D. Complete descriptions of assumptions, capabilities and limitations.
  - E. Instructions for preparing problem data.
  - F. Instructions for problem execution.
  - G. List (and explanation) of program acronyms and error messages.
  - H. Description of deficiencies or uncorrected errors.
  - I. Description of output options and interpretations.
  - J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
  - K. Computer printout of all supporting calculations.

- L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

### 3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

## 4.0 OPERATIONAL REQUIREMENTS

### 4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
  2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis, **with the approval of Construction Work Plan by MTA Construction Safety Department.**
  3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
  4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity. **All members of the work crew will be required to attend MTA Safety Training.**
  5. **In order to provide a safe zone to maintain adjacent developments. All developments adjacent to Metro At-Grade Stations, Aerial Stations or Track Guideways shall provide a minimum 5 foot setback from the Metro and developer's shared property line to the outside face of the proposed structure at Metro or the developer's property for maintenance to be performed or installed from within the zone created by this setbacks.**

### 4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
  2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the

shield shall be constructed and maintained watertight.

- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.
- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
- D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
  - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
  - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
  - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
  - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
- E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed **over a minimum four (4") inches of untreated base material**, and finished by a machine.

#### 4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
- B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
- C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

- D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

#### 4.4 OTHER METRO FACILITIES

- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See Exhibit A for details.
- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

- E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.

#### 4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual ( Part F ) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, ( Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall coordinate all safety rules and procedures with MTA Rail Operations Control Center.
- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

## 5.0 CORROSION

### 5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

**End of Section**

# 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.

---

**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.



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**2. RESPONSES TO COMMENTS FROM LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, OCTOBER 18, 2018.**

- 2-1 This comment letter summarizes the proposed Project and several recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) associated with Metro's bus facilities and services. The comment also attaches the *Metro Adjacent Development Handbook* and *Adjacent Construction Manual* as additional resources.

One Metro bus stop is located adjacent to the site at the intersection of North Avon Street and West Empire Avenue. The comment recommends the Draft EIR analyze potential impacts on this bus stop and associated bus lines. Section 5.4, *Transportation/Traffic*, of the Draft EIR includes a regional transit analysis to determine whether transit users generated by the Project would increase demand for transit beyond existing conditions and adversely impact services. Based on the analysis, the Project would generate approximately 15 a.m. peak hour transit users and 16 p.m. peak hour transit users. Given the frequency of transit service provided by Metro, Metrolink, and BurbankBus near the Project site, the transit capacity is over 2,800 persons in each a.m. and p.m. peak periods. Of this capacity, approximately 60 percent is provided by the two nearby Metrolink stations on North San Fernando Boulevard at Hollywood Way and near the Regional Intermodal Transportation Center, and 40 percent is provided by existing bus service (i.e., Metro and BurbankBus). Thus, the proposed Project would use less than 0.6 percent of available transit capacity during peak morning and evening hours, and Project impacts on regional transit services would be less than significant.

Further, Section 5.4, *Transportation/Traffic*, of the Draft EIR concludes the Project would not conflict with existing or planned transit service or facilities. The existing Metro bus stop at the intersection of North Avon Street and West Empire Avenue would not be impacted by Project-related construction or operational activities, and, based on a review of Metro's *Long Range Transportation Plan* (2009), there are no planned transit services that would be impacted by development the site. Thus, Project impacts on existing and planned transit services would be less than significant.

The comment also recommends bus stop access and enhancements, such as the installation of bus shelters and benches, wayfinding signage, enhanced crosswalks and ADA-compliant ramps, pedestrian lighting, and shade trees. These recommendations are noted. The comments do not directly pertain to environmental impacts of the proposed project or identify any inadequacies in the Draft EIR analysis. Therefore, no further response is required.

- 2-2 The comment identifies several opportunities to make the Project area more transit-oriented considering the Project's proximity to the Burbank Bob Hope Airport Metrolink Station. These recommendations are noted. The comments do not directly pertain to environmental impacts of the proposed project or identify any inadequacies in the Draft EIR analysis. Therefore, no further response is required.
- 2-3 The comment provides a notice of State requirements regarding Metro's Congestion Management Program (CMP). The notice details the necessary components of the Project's transportation impact analysis (TIA) required under the State of California CMP statute and additional guidelines are attached detailing all CMP TIA requirements. The notice does not provide specific comments regarding the analysis in the Draft EIR and is solely a notification letter



of Metro's CMP TIA requirements. As documented in Section 5.4, *Transportation/Traffic*, of the Draft EIR, no CMP intersections or freeway locations are present in the site vicinity. Thus, the Project would not impact CMP facilities and no impacts would result in this regard.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

100 S. MAIN STREET, MS 16

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October 23, 2018

Mr. Mike Porto  
Community Development Department  
City of Burbank  
150 North Third Street  
Burbank, CA 91502

RE: Media Studios Ten-Year  
Development Agreement Extension  
Project  
SCH # 2018011049  
Vic. LA-05/PM 32.361,  
GTS # LA-2018-01912AL-DEIR

Dear Mr. Porto:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is to develop the remaining 160,447 adjusted gross square feet of entitlements and development of Phase 6.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. For future project, you may reference to The Governor's Office of Planning and Research (OPR) for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, future development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

3-1

After reviewing the Draft Environmental Impact Report for this project, Caltrans has the following comments:

1. We concur that North Hollywood Way and I-5 southbound off-ramp (Intersection No. 21) would experience queuing greater than the available storage during future plus project conditions. To mitigate this potential impact, Caltrans would accept fair share contribution towards a proposed signal project at this location
2. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.
3. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

3-2

3-3

3-4

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2018-01383AL-DEIR.

Sincerely,



MPYA EDMONSON  
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse



**3. RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 7, OCTOBER 23, 2018.**

3-1 The comment summarizes the Project description, identifies California Department of Transportation's (Caltrans) mission to provide a safe and efficient transportation system, Senate Bill 743 requirements related to vehicle miles traveled (VMT), and Caltrans' support for multi-modal and complete streets elements. The comments do not directly pertain to environmental impacts of the proposed project or identify any inadequacies in the Draft EIR analysis. Therefore, no further response is required.

3-2 The comment concurs with the Draft EIR analysis that North Hollywood Way and I-5 Southbound Off-Ramp (Intersection No. 21) would experience queuing greater than the available storage during Future Plus Project conditions and states that to mitigate this impact, a fair share contribution towards a traffic signal at this intersection would be accepted by Caltrans.

However, as detailed in Section 5.4, *Transportation/Traffic*, of the Draft EIR, Intersection No. 21 is already identified under existing conditions as experiencing queue lengths in excess of the total storage capacity. Additionally, this analysis is provided for informational-purposes only, as Caltrans does not have an established significance threshold for ramp queueing. Therefore, a nexus between Project-generated trips impacting the queuing storage at Intersection No. 21 cannot be made. As such, no mitigation requiring a fair share contribution to fund a traffic signal at Intersection No. 21 is included in the Draft EIR.

3-3 The comment states that stormwater runoff is a sensitive issue for Los Angeles and Ventura counties and that projects should be designed to discharge clean stormwater runoff. Project-generated stormwater runoff and water quality impacts are discussed under 'Hydrology and Water Quality' in Section 8.0, *Effects Found Not to Be Significant*, of the Draft EIR. As stated, construction of the Project would require a Construction General Permit issued by the Los Angeles Regional Water Quality Control Board (RWQCB) under the National Pollutants Discharge Elimination System program. The permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that would include best management practices (BMPs) to minimize stormwater quality impacts during construction activities, such as gravel bags, silt fences, hay bales, check dams, hydro seed, mulch, and soil binders. In addition, the Los Angeles RWQCB requires all municipalities within its jurisdiction, including the City of Burbank, to comply with the water quality objectives in its Stormwater Quality Management Plan (SQMP). The SQMP is designed to ensure that stormwater produced from a proposed development does not exceed the limitation of any receiving waters and water quality standards. Under the SQMP, development projects are required to obtain Municipal Separate Storm Sewer Systems (MS4) permits for water pollution generated by stormwater. Thus, construction-related water quality impacts would be reduced to a less than significant level.

Similarly, Project operations would not increase stormwater runoff or adversely impact water quality. All runoff generated on-site would be discharged into existing storm drain inlets within the adjacent public right-of-ways. In addition, pursuant to the City's Municipal Stormwater and Urban Runoff Discharges & Low Impact Development Standards Manual, the Project is also required to minimize post-development discharge rates, so they do not exceed pre-development conditions. To do so, the Project would be required to implement structural or treatment control BMPs that would capture and treat runoff on-site prior to being discharged into adjacent storm



drain inlets. Implementation of the City's Green Street Policy per *Burbank Municipal Code* Section 7-3-102 when applicable or feasible would also contribute to the reduction in treated discharge. Such BMPs may include, but are not limited to, bioretention basins, infiltration basins, permeable pavement, vegetated swales, sand filters, etc. Thus, operations of the proposed Project would not discharge untreated stormwater runoff and long-term water quality impacts would be less than significant.

Construction and operations of the Project would not discharge stormwater runoff onto State highway facilities. As stated above, all runoff generated on-site would be discharged into existing storm drain inlets within the adjacent public right-of-ways.

- 3-4 It is noted that a transportation permit issued by Caltrans will be required for all transport of heavy construction equipment and/or materials that requires the use of oversized-transport vehicles on State highways. The Applicant will be required to obtain all necessary permits from Caltrans for construction-related activities. Additionally, as detailed in Section 5.4, *Transportation/Traffic*, of the Draft EIR, Mitigation Measure TRA-1 requires a Construction Management Plan be prepared and implemented. The Construction Management Plan requires, among other things, that hauling or transport of oversize loads be allowed between the hours of 9:00 a.m. and 3:00 p.m. only (i.e., off-peak commute periods), Monday through Friday, unless approved otherwise by the City Traffic Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.



## **3.0 Errata**

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### 3.0 ERRATA

Changes to the Draft Environmental Impact Report (EIR) are noted below. A double-underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. If applicable, changes have been analyzed and responded to in Section 2.0, Response to Comments, of this Final EIR. The changes to the Draft EIR do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

These errata to the Draft EIR are based upon 1) additional or revised information required to respond to comments received on the Draft EIR; 2) applicable updated information that was not available at the time of the Draft EIR publication; and/or 3) typographical errors. These clarifications and modifications are not considered significant new information and would not result in any new or substantially greater significant impacts as compared to those identified in the Draft EIR.

## CHAPTER 4.0, BASIS OF CUMULATIVE ANALYSIS

### Page 4-2, Table 4-1 (Cumulative Projects List)

Table 4-1  
Cumulative Projects List

Key Map	Project Name/Location	Project Description	Status
1	Mixed-Use Project 3901 Riverside Drive	Retail – <del>3,028</del> <u>3,000</u> square feet Restaurant – 4,600 square feet Apartments – <del>84</del> units	Entitled
2	Mixed-Use Project 3805 West Olive Avenue	Restaurant – <del>12,993</del> <u>14,600</u> square feet <u>Office – 9,550 square feet</u> <u>Residential – 5 units</u> <del>Coffee shop – 1,800 square feet</del>	Entitled
3	Media Studios North (Original Remaining Entitlement) 3333 West Empire Avenue	General office – <del>160,447</del> <u>178,447</u> square feet <del>General office – 73,000 square feet</del>	Entitled
4	Media Studios North (Expanded Entitlement) 3333 West Empire Avenue		Entitled
5	Mixed-Use Project 1112 West Burbank Boulevard	Medical-Dental office – 2,500 square feet General office – 11,300 square feet Retail – 4,200 square feet	Under Construction
6	Talaria at Burbank 3401 West Olive Avenue	Supermarket (Whole Foods) – 43,000 square feet Luxury apartments – 241 units	Under Construction
7	Metrolink Station – Hollywood-Burbank Airport North Hollywood Way and Cohasset Street	Metrolink Station	Completed
8	First Street Village Mixed-Use Project Area bounded by North First Street, East Magnolia Boulevard, and the alley south of Palm Avenue	Residential – 275 units Restaurant – 9,265 square feet Retail – 18,976 square feet	Entitled



**Table 4-1 [continued]  
Cumulative Projects List**

Key Map	Project Name/Location	Project Description	Status
9	The Premiere on First 103 East Verdugo Avenue	Phase I: High-rise condominiums – 154 units Retail – 10,600 square feet  Phase IIA (Option 1): Hotel – 230 units Retail – 1,200 square feet Restaurants – 4,700 square feet  Phase IIB (Option 2): General office – 158,000 square feet Retail – 14,100 square feet	Undergoing Environmental Review
10	Opportunity Site 6B (Overton Moore Proposal) West side of North Hollywood Way at Tulare Avenue	Industrial/flex – <del>1,004,307</del> 1,014,900 square feet Creative office – <del>142,280</del> 300 square feet Retail/Restaurant – 15,475 square feet Hotel – 166 rooms	Undergoing environmental review
11	AC Hotel Project 550 North Third Street and 336 East Cypress Avenue	Hotel – 196 rooms	Approved
12	Burbank Town Center 600 North San Fernando Boulevard	Apartments – 1,024 units Condominiums – 70 units Retail/Restaurant – 37,420 square feet Hotel – 200 rooms Restaurant – 10,000 square feet	Undergoing Environmental Review
13	Airport Hotels 2500 North Hollywood Way	Phase I: Hotel – 200 rooms  Phase IIA (Option 1): Hotel – 216 rooms  Phase IIB (Option 2): General office – 120,000 square feet	Development Application Received
14	115 North Screenland Drive Mixed-Use Project 115 North Screenland Drive	Apartments – 40 units Retail – 3,730 square feet	Entitled
15	LaTerra (The Line at Burbank) 777 North Front Street	Apartments – 542 units Hotel – 317 rooms Retail – 700 square feet	Development Application Received
16	Olive Station 160 West Olive Avenue	Apartments – 327 units Grocery store – 17,880 square feet Retail – 4,868 square feet Creative office – 3,244 square feet General office – 3,165 square feet Amenity space – 19,800 square feet	Development Application Received
17	Lycee International de Los Angeles 1105 West Riverside Drive	School – Increase student capacity by 100 students	Conditional Use Permit Application Received



**Table 4-1 [continued]  
Cumulative Projects List**

Key Map	Project Name/Location	Project Description	Status
18	Burbank Common 10 West Magnolia Boulevard	Event space (roller derby/convention) – 33,000 square feet Restaurant – 19,000 square feet Outdoor dining – 47,000 square feet	Development Application Received
19	The Burbank Studios (formerly NBC) 3000 West Alameda Avenue	General office (Phase II) – 289,431 square feet General office (Main Studio Lot Remaining Entitlement) – 670,812 square feet	Entitled
20	Warner Brothers 4000 Warner Boulevard	General office (Main Campus) – 2,017,786 square feet General office (Ranch) – 782,648 square feet	Entitled
21	Disney 500 South Buena Vista Street	General office – 665,344 square feet	Entitled
22	Bob Hope Center Bounded by West Alameda Avenue, West Olive Avenue and North Lima Street	General office – 109,470 square feet	Entitled
23	Empire Avenue Interchange/ Interstate 5 Improvement Project	A series of enhancements to the Interstate 5 freeway, including a new interchange at Empire Avenue, led by Caltrans.	Not Available
24	Hollywood-Burbank Airport Terminal Relocation	Relocation of the existing 14-gate passenger terminal to another location within the Hollywood-Burbank Airport	Not Available
25	California High Speed Rail Project	High speed rail project with two subsection routes that would affect the Burbank, both of which include a stop near the Hollywood-Burbank Airport: a Palmdale to Burbank section and a Burbank to Los Angeles section	Not Available
Note: Slight discrepancies between buildout square footages listed in this table and those approved may occur through the development review process; however, the most conservative build out is analyzed in this EIR.			
Source: City of Burbank Community Development Department Transportation Division, December 2017.			

The cumulative projects list provided above was derived based on data provided by the City of Burbank and the status of the identified projects is current as of the date of the Notice of Preparation (January 2018). Since then, several cumulative projects have been refined through their entitlement process and have slight changes to their project description, as noted above. These minor changes in cumulative project descriptions would not result in any substantial changes to the analysis in the Draft EIR and are provided only for informational purposes. As such, these changes to the Draft EIR do not represent significant new information that could result in any new or substantially greater significant impacts as compared to those identified in the Draft EIR.



## SECTION 5.4, TRANSPORTATION/TRAFFIC

### Page 5.4-37, Mitigation Measure TRA-3

The text under Mitigation Measure TRA-3 has been revised to reflect the required restriping of northbound Hollywood Way (in addition to the southbound approach), as described in the impact analysis and discussion of improvements on Draft EIR page 5.4-34 and illustrated on Exhibit 5.5-4. This revision provides consistency between the impact analysis, identified improvements, and mitigation measure.

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 southbound approach to include one left-turn lane, two through lanes, and one through/right lane. Northbound Hollywood Way shall be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. 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.

## SECTION 1.0, EXECUTIVE SUMMARY

### Page 1-8, Section 1.4 Environmental Issues/Mitigation Summary

The Draft EIR summary matrix summarizes the impacts, mitigation measures, and significance of impacts after mitigation based on the analysis provided in Section 5.0, Environmental Analysis. Mitigation Measure TRA-3 has been revised within the summary matrix to be consistent with the revision on Page 5.4-37, described above.



## **4.0 Mitigation Monitoring and Reporting Program**

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## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 1, *Mitigation Monitoring and Reporting Checklist*, has been prepared for the Media Studios Project (Project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Media Studios Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the Project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.



- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

The following subsections of the Draft EIR contain a detailed environmental analysis of the existing conditions, Project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and significant unavoidable impacts, if any.

Based on the Draft EIR, no significant impacts would occur in regard to the following environmental issue areas, which are addressed in Draft EIR Section 8.0, *Effects Found Not To Be Significant*:

- Aesthetics;
- Agriculture and Forestry Resources;
- Biological Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Relevant Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation; and
- Utilities and Service Systems.

In accordance with Appendix G of the *CEQA Guidelines*, the following environmental issue areas were determined in the Draft EIR to have a potentially significant impact:

- Air Quality;
- Cultural Resources;
- Greenhouse Gas Emissions;
- Noise;
- Tribal Cultural Resources; and
- Transportation/Traffic.

For the purposes of the environmental analysis in the Draft EIR, impacts were analyzed in each environmental issue area for the proposed Project with the exception of Cultural Resources and Tribal Cultural Resources, which are addressed in *Section 8.0* of the Draft EIR. If a potentially significant impact remained after implementation of existing regulations, mitigation measures were recommended in order to reduce any significant impacts. Where mitigation measures were not required, it is noted in the following table.



**Table 1**  
**Mitigation Monitoring and Reporting Checklist**

Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
<b>AIR QUALITY</b>								
Mitigation measures not required.								
<b>CULTURAL RESOURCES</b>								
CUL-1	<p>In the event of the unanticipated discovery of archaeological materials during construction activities, the Project Applicant shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.</p> <p>If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that</p>	Applicant/ Contractor	During Construction	City of Burbank Community Development Department	During Construction			



Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.							
CUL-2	If human remains are encountered, the Project Applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission (NAHC) shall be notified in accordance with Health and Safety Code Section 7050.5(c) and Public Resources Code Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will designate a "most likely descendent (MLD)" for the remains per Public Resources Code Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall	Applicant/ Contractor	During Construction	City of Burbank Community Development Department	During Construction			



Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.							
<b>GREENHOUSE GAS EMISSIONS</b>								
Mitigation measures not required.								
<b>NOISE</b>								
Mitigation measures not required.								
<b>TRAFFIC AND CIRCULATION</b>								
TRA-1	<p>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"> <li>Traffic control for any street closure, detour, or other disruption to traffic circulation.</li> <li>Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access</li> </ul>	Applicant/ Contractor	Prior to Issuance of any Grading and/or Demolition Permits	City Traffic Engineer and Building Official	During Plan Review; During Construction			



Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>the site, traffic controls and detours, and proposed construction phasing plan for the Project.</p> <ul style="list-style-type: none"> <li>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.</li> <li>Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Traffic Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.</li> <li>Use of local streets shall be prohibited unless otherwise provided for in the CMP.</li> <li>Haul trucks entering or exiting public streets shall at all times yield to public traffic.</li> <li>If hauling operations cause any damage to existing pavement, streets,</li> </ul>							



Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	<p>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.</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>							
TRA-2	<p>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 restriping of northbound Hollywood Way shall provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. 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</p>	Applicant/ Contractor	During Construction; Prior to Issuance of a Certificate of Occupancy	City Traffic Engineer and the Community Development Director	During Plan Review; After Construction Completion			



Mitigation Number	Mitigation Measures	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	VERIFICATION OF COMPLIANCE		
						Initials	Date	Remarks
	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.							
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 southbound approach to include one left-turn lane, two through lanes, and one through/right lane. Northbound Hollywood Way shall be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. 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.	Applicant/ Contractor	During Construction; Prior to Issuance of a Certificate of Occupancy	City Traffic Engineer and the Community Development Director	During Plan Review; After Construction Completion			
<b>TRIBAL CULTURAL RESOURCES</b>								
CUL-1	Refer to Mitigation Measure CUL-1 above.							