

Burbank2035 General Plan Consistency Analysis

Policy Number	Consistency
Land Use Element	
<i>Goal 1 Quality of Life: Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors.</i>	
<p>Policy 1.1: Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.</p>	<p>Consistent The Project would provide a transit-oriented mixed-use development in close proximity to Downtown Burbank and across from the Downtown Burbank Metrolink Station that would support the diverse needs of Burbank’s residents, business and visitors. The Project would include residential, hotel and retail uses, and an open space area that would be available to the public. The amenities associated with the residential and hotel components of the Project would provide opportunities for employment, recreation, culture, entertainment, and socializing. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy 1.2: With discretionary approval, allow for the density and intensity limits specified in Burbank2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. The density and intensity limits may be exceeded by no more than 25%.</p>	<p>Consistent The Project is a transit-oriented development located near a transit center. The Project would have an overall FAR of 0.61. The maximum allowable FAR pursuant to the existing General Plan and Specific Plan land use designations and the zoning designation is 2.5 FAR with discretionary approval. The proposed Project would therefore would not exceed 25% the Project requires approvals for a Specific Plan Amendment, Development Review, Planned Development, Development Agreement, and Tentative Tract Map No. 74896. Therefore, with approval of the requested discretionary actions, the Project would be consistent with this policy.</p>
<p>Policy 1.4: With discretionary approval, allow for the density and intensity limits to be exceeded, by no more than 25%, for exceptional projects that advance the goals and policies of Burbank2035.</p>	<p>Consistent As discussed above for Policy 1.2. With approval of the requested discretionary actions, the proposed Project would be consistent with Policy 1.2. The Project would advance the goals and polices of Burbank2035 by developing a transit-oriented mixed-use residential and hotel project on an underutilized infill lot, in close proximity to Downtown Burbank and within walking distance of the nearby Downtown Burbank Metrolink</p>

	<p>Station. As demonstrated in this table, the proposed Project would support the General Plan's land Use goals that focus on quality of life, sustainability, community design and character, public spaces and complete streets, housing, economic vitality, and community participation. Additionally, the mixed use, transit-oriented nature of the proposed Project would also support the goals and policies of the Housing Element and Mobility Element as demonstrated in Section 4.10, Population and Housing and Section 4.12. Transportation and Traffic, respectively.</p>
<p>Policy 1.5: Carefully review and consider non-residential uses with the potential to degrade quality of life.</p>	<p>Consistent</p> <p>The Project site is partially fenced along Front Street and currently contains mounds of soil and construction materials throughout the site. Development of the Project would improve the visual character of the Project site in comparison to the existing conditions through the development of midrise residential and hotel structures with a upper floor amenities, and a cohesive architectural design that is composed well, with a balance of horizontal and vertical element, which when coupled with the repetition of building bays, row trees, and other major building and landscape elements is valuable for the achievement of rhythm and sense of place. Associated hotel amenities may include restaurants, café, bar, pool terrace, fitness center, meeting rooms, and lounge. The retail uses would include accessory retail and restaurant uses on the ground floor, and a 1,067-square foot retail gallery on Front Street near the intersection of Burbank Boulevard. Additionally, as discussed in Section 4.2, Air Quality, and Section 4.9, Noise, residents would not be exposed to hazards or excessive noise. Project design features including multi-pane windows, sound insulation, sound walls, buffer landscaping adjacent to the I-5 freeway, and orientation of a majority of the open spaces away from the I-5 would reduce residents' exposure to hazards and excessive noise. Therefore, as discussed under Policy 1.1, the proposed Project would not have the potential to degrade quality of life and would be consistent with this policy.</p>
<p>Policy 1.8: Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land</p>	<p>Potentially Consistent</p> <p>The Project site has a General Plan and Specific Plan land use designation of Downtown Commercial and Mixed Commercial/Office/ Industrial, respectively. The site is zoned Automobile Dealership (AD). The</p>

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<p>Use Diagram, including individual policies applicable to each land use designation.</p>	<p>proposed Project requires approvals for a Specific Plan Amendment to the Burbank Center Plan to allow housing on the site; Development Review; Planned Development; Development Agreement; and a Tentative Tract Map No. 74896. BMC §10-1-19121, specifies that approval of a Planned Development will result in an amendment to the zoning map, changing the zoning designation from AD (Automobile Dealership) to PD (Planned Development). The allowable Permitted/Conditionally Permitted uses and the various development standards shall be as specified in the Development Agreement and Planned Development. Therefore, with approval of the requested discretionary actions, the proposed Project would be consistent with this policy.</p>
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<p>Goal 2 Sustainability: <i>Burbank is committed to building and maintaining a community that meets today’s needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.</i></p>	
<p>Policy 2.1: Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.</p>	<p>Consistent The Project would be designed to be the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Certified Gold. Project design features and materials include sustainable products and locally sourced materials. The Project would include higher energy efficiency appliances, low-flow, and water-consuming facilities, and use of recycled water for irrigation. The Project would include energy efficient HVAC system and MERV filters, cool roofs, LED lighting, and high-performance glazing. Water efficient appliances and fixtures, drip irrigation, and drought tolerant landscaping would be included. Indoor environmental quality favors formaldehyde-free finishes, low-allergen materials, and use of products with minimum off-gassing or low volatile organic compounds (VOC’s). Development under the Project would also comply with all applicable California Green Building Standards Code. Additionally, the mixed-use components of the proposed Project, the proposed bike lane, and proximity to the</p>

	Downtown Burbank Metrolink Station, would promote transit-oriented development and pedestrian connections to Downtown Burbank. Therefore, the Project would be consistent with this policy.
Policy 2.3: Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.	Consistent As discussed in Section 4.13, Utilities, to the extent that improvements to infrastructure are required for implementation of the proposed Project (i.e., sewer and water connections), the Project applicant would be required to pay applicable development impact and public utility fees and comply with applicable regulations pursuant to the BMC to the satisfaction of the City Building Official and the City Engineer. The Project would therefore be consistent with this policy.
Policy 2.4: Provide public facilities and services in the most equitable and efficient manner possible.	Consistent As discussed in Section 4.11, Public Services, to the extent that the Project would require use of public services and facilities (i.e., schools, libraries, police and fire), and improvements to public facilities are required for implementation of the Project, the Project applicant would be required to pay applicable developer impact and developer school fees and comply with all applicable regulations pursuant to the BMC. The Project would therefore be consistent with this policy.
Policy 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.	Consistent Refer to the consistency analysis under Policy 2.1. The Project would implement sustainable construction practices and materials and therefore would be consistent with this policy.
Policy 2.6: Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.	Consistent As discussed under the consistency analysis for Policy 2.1, Section 4.13, Utilities, Subsection Water, and Section 5.3, Energy, the Project would utilize sustainable construction practices and would be design to comply with City green building codes as well as regulations that facilitate LEED Gold certification and therefore, would be consistent with this policy.

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Goal 3 Community Design and Character: <i>Burbank’s well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and “small town” feeling reflective of the past.</i>	
Policy 3.1: Recognize neighborhoods and districts as the building blocks of the community.	Consistent The Specific Plan identifies the Project site as an opportunity site that is currently vacant and underutilized, which if developed as proposed could serve as catalyst to facilitate future transit oriented development in and around the Downtown area and Downtown Burbank Metrolink Station consistent with the Burbank Center Plan. The Project site is identified as Opportunity Site No. 8 in the Specific Plan. Construction of the Project would convert an underutilized infill site into a mixed-use development in close proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. Additionally, the Project would include a publicly accessible, privately maintained plaza, and a pedestrian bridge and elevator that connects the Project site to Magnolia Boulevard as well as Downtown Burbank. In addition, the project would include a link from the retail space and residential development onto Front Street and would provide future resident access to Burbank Boulevard and Downtown Burbank. Therefore, the proposed Project would contribute to the Downtown Burbank community and therefore would be consistent with this policy.
Policy 3.2: Preserve unique neighborhoods and use specific plans to distinguish neighborhoods and districts by character and appearance and address physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements.	Consistent The Project would include a change the underlying subarea of the Project site from City Center West to City Center/City Center Access to the RITC. The Project would advance the goals and polices of City Center/City Center Access to the RITC by developing a transit-oriented mixed-use hotel and residential project on an underutilized infill lot, in close proximity to Downtown Burbank and across from the Downtown Burbank Metrolink Station. As demonstrated in this table, the proposed Project would support the Specific Plan’s land Use goals that encourage mixed use development with residential on the upper floors and architecture

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	<p>that promotes pedestrian involvement and is pedestrian friendly. This change will result in the Project site being in greater compliance with the General Plan Designation of Downtown Commercial. Therefore, with approval of the requested discretionary actions, the proposed Project would be consistent with this policy.</p>
<p>Policy 3.3: Maintain a healthy balance between Burbank’s urban setting and its suburban roots by avoiding urban-scale residential densities and intensities in inappropriate locations, and recognizing advantages of denser development at appropriate locations.</p>	<p>Consistent The Project would include a change the underlying subarea of the Project site from City Center West to City Center/City Center Access to the RITC. The Project would advance the goals and polices of City Center/City Center Access to the RITC by developing a transit-oriented mixed-use hotel and residential project on an underutilized infill lot, in close proximity to Downtown Burbank and across from the Downtown Burbank Metrolink Station. As demonstrated in this table, the proposed Project would support the Specific Plan’s land Use goals that encourage mixed use development with residential on the upper floors and architecture that promotes pedestrian involvement and is pedestrian friendly. This change will result in the Project site being in greater compliance with the General Plan Designation of Downtown Commercial. Therefore, with approval of the requested discretionary actions, the proposed Project would be consistent with this policy.</p>
<p>Policy 3.4: Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.</p>	<p>Consistent According to the Burbank Center Plan, the subarea “should be generally developed with mixed use low-to mid-rise commercial, office, and residential structures” (City of Burbank 1997). The Project would provide a transit-oriented mixed-use development in close proximity to Downtown Burbank that consists of commercial and residential buildings that vary in density and height, including the 20-story Holiday Inn Hotel and the 17-story Primerica office building. The Project’s proposed seven- and eight-story buildings would complement the surrounding residential, retail, and commercial uses near the Project site, which would benefit from increased pedestrian amenities and activity along Front Street by drawing new foot traffic and</p>

	business patronage. Therefore, the Project would not conflict with this policy.
<p>Policy 3.5: Ensure that architecture and site design are high quality, creative, complementary to Burbank’s character, and compatible with surrounding development and public spaces.</p>	<p>Consistent</p> <p>The Project’s residential, hotel, and commercial uses would generally be consistent with the density, intensity, scale, height and character of the surrounding area of Downtown Burbank area, including the 20-story Holiday Inn Hotel and the 5 to 8 story buildings that currently exist in the downtown area, which including senior housing, hotels, and office buildings. The Project’s proposed seven- and eight-story buildings would complement the surrounding residential, retail, and commercial uses near the Project site that would benefit from increased pedestrian amenities and activity along Front Street by drawing new foot traffic and business patronage. Additionally, the proposed Project would include the use of contemporary materials such as, but no limited to, green screens, smooth stucco, aluminum screening, accent lighting, storefront insulated glazing, dark wood siding and metal louver panels. Therefore, the proposed Project would be consistent with this policy.</p>

<p>Policy 3.6: Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.</p>	<p>Consistent</p> <p>The Applicant would adhere to all regulations applicable to the size and location of signage for the Project, to the satisfaction of the City of Burbank, to ensure that signage appropriately balances visibility needs with community character and aesthetics. The proposed Project would therefore be consistent with this policy. The Project would incorporate PDF Land Use 1, below. Prior to issuance of any building permit for Phase 1, the Developer shall submit a comprehensive Master Sign program to the Community Development Director for review and approval at the time of submittal for Plan Check review. The master sign program shall indicate maximum allowable signage permitted per street frontage, signage type(s) and</p>
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	<p>locations proposed, and identify any special characteristics associated with proposed signs. The master sign program is subject to approval by the CDD Director or his/her designee.</p>
<p>Policy 3.7: Ensure that lots and buildings appropriately interact with and address public streets.</p>	<p>Consistent</p> <p>The primary entries for the hotel, retail, and apartments would be provided along Front Street. The proposed Project would include widening Front Street to include, travel lanes, a turn lane and a bike lane. Additionally, the Project would include a publicly accessible, privately maintained plaza and an elevator and staircase that facilitates a pedestrian connection from the Project site to Magnolia Boulevard and Downtown Burbank on the southern portion of the Project site. In addition, the Project would include a pedestrian bridge from the retail space and residential development onto Front Street and would provide future resident access to Burbank Boulevard and Downtown Burbank. Therefore, the proposed Project would be consistent with this policy.</p>
<p>Policy 3.11: Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.</p>	<p>Consistent</p> <p>As discussed under Policy 1.5, the Project site is partially fenced along Front Street and currently contains mounds of soil and construction materials throughout the site. The Project would include the construction of a contemporary mixed-use transit oriented development that would include two residential buildings and a hotel. Development of the Project would improve the visual character of the Project site in comparison to the existing conditions. In addition, the proposed mix of land uses and heights of the buildings would be consistent with the surrounding developments found in Downtown Burbank and consistent with the applicable goals and policies of the Burbank2035 General Plan, as discussed in this table. Therefore, the Project would be consistent with this policy.</p>

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<p>Policy 3.12: Require that new development tie into the city's grid street pattern.</p>	<p>Consistent</p> <p>As discussed above in Policy 3.7, the Project would tie into and enhance the existing street network. Primary entries for the hotel, retail, and apartments would be provided along Front Street. The Project would include widening Front Street to include vehicular travel lanes, a turn lane and a bike lane. Additionally, the Project would include a publicly accessible, privately maintained plaza and elevator with staircase that connects the Project site to Magnolia Boulevard and Downtown Burbank. In addition, the project would include a pedestrian bridge from the retail space and residential development onto Front Street and would provide future resident access to Burbank Boulevard and Downtown Burbank. Therefore, the Project would be consistent with this policy.</p>
<p><i>Goal 4: Public Spaces and Complete Streets: Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community</i></p>	
<p>Policy 4.1: Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.</p>	<p>Consistent</p> <p>The Project would provide bicycle parking and add a bike lanes along Front Street to provide improved bicycle access for local residents and visitors, residents and employees associated with the Project. Additionally, the Project would include a publicly accessible, privately maintained plaza and elevator and staircase that connects to Magnolia Boulevard and Downtown Burbank. In addition, the project would include a pedestrian bridge from the retail space and residential development onto Front Street and would provide future resident access to Burbank Boulevard and Downtown Burbank. Therefore, the Project would be consistent with this policy.</p>

<p>Policy 4.2: Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.</p>	<p>Consistent The Project would include approximately 87,050 square feet of common open space (including a 27,800 publicly accessible open space). The Project would include a publicly accessible, privately maintained plaza and an elevator and staircase that connects pedestrians to the project site, to Magnolia Boulevard and to Downtown Burbank. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 4.3: Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces.</p>	<p>Consistent The Project applicant would adhere to all regulations pursuant to the BMC and Burbank2035 General Plan that are applicable to the installation of public art. Therefore, the Project would be consistent with this policy.</p>

<p>Policy 4.5: Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.</p>	<p>Consistent The Project would include approximately 87,050 square feet of common open space (including a 27,800 publicly accessible open space). Additionally, the Project would provide bicycle parking and add a bike lane along Front Street to provide improved bicycle access for Project, local residents, and employees. The Project would include a publicly accessible, privately maintained plaza and elevator with staircase that connects to Magnolia Boulevard and beyond to Downtown Burbank. The Project would include planters with landscaping, shade trees, public art installations, perimeter walls and fencing, and street furniture, including benches and street trees to enhance the aesthetic of outdoor areas. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 4.6: Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.</p>	<p>Consistent In addition to common and private open space, associated residential common areas may include a rooftop terraces, business</p>

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	<p>center/internet café, coffee bar, demonstration kitchen, billiards table, resident lounge, fitness center with indoor exercise studio, resort-style pools with cabanas, Jacuzzis, public plaza and bike trail access, pet grooming station, pet park, concierge services, and bike storage. Associated hotel amenities may include restaurants, café, bar, pool terrace, fitness center, meeting rooms, and lounge. The retail uses would include accessory retail and restaurant uses on the ground floor of the hotel, and a 1,067-square foot retail gallery on Front Street near the intersection of Burbank Boulevard. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 4.8: Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.</p>	<p>Not Consistent</p> <p>The Project would include one subterranean level for parking at the southern half of the Project site beneath a portion of the southern residential building and also beneath the hotel. One to two levels of parking would be between grade and the residential units in both residential buildings, and a seven-story parking structure would be built between the residential buildings. A four-story parking structure would also be incorporated adjacent to the hotel, between the hotel and the southern residential building, for hotel parking. While portions of the above parking structures would be visible from Front Street, the parking structures would be integrated into the design of the buildings, to the extent feasible, using materials such as green screens, perforated metal and cement board. Furthermore, the residential and hotel portions of the site will feature ground floor “lobbies” that are oriented to Front Street and will screen the ground floor parking spaces adjacent to the street in certain areas. Nonetheless, the Project would be inconsistent with this policy.</p>
<p>Policy 4.9: Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.</p>	<p>Consistent</p> <p>As discussed in Policy 4.8, the Project would include one subterranean level for parking at the southern half of the Project site beneath a portion of the southern residential building and</p>

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	<p>two levels of subterranean parking beneath the hotel. One to two levels of parking would be between grade and the residential units in both residential buildings and a seven-story parking structure would be built between the residential buildings. A four-story parking structure would also be incorporated into the hotel, adjacent to the southern residential building, for hotel parking. The parking structures would be integrated into the design of the buildings, to the extent feasible, using materials such as green screens, planters and landscaping, perforated metal and cement board frames. Additionally, the Project would include drip irrigation and drought tolerant landscaping and the use of recycled water for irrigation. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 4.10: Require new development projects to provide adequate low-water landscaping.</p>	<p>Consistent The Project would include drip irrigation and drought tolerant landscaping as well as the use of recycled water for landscape irrigation purposes. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 4.11: Ensure that public infrastructure meets high-quality urban design and architecture standards. Remove, relocate, or improve the appearance of existing infrastructure elements that are unsightly or visually disruptive.</p>	<p>Consistent The Project Site is located on an underutilized infill lot adjacent to Downtown Burbank that has been identified as an Opportunity Site No.8 to facilitate responsible development, which expands the concept of building a better Downtown neighborhood for existing and future residents. The Project site currently contains mounds of soil and construction materials. The Project would include the construction of a contemporary mixed-use development that would include residential, retail and hotel uses. Development of the Project would improve the visual character of the Project site in comparison to the existing conditions through the development of midrise residential and hotel structures with a upper floor amenities, and a cohesive architectural design that is composed well, with a balance of horizontal and vertical element, which when coupled with the repetition of building bays, row trees, and other major building and</p>

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	landscape elements is valuable for the achievement of rhythm and sense of place. Therefore, the Project would be consistent with this policy.
Goal 5 Housing: Burbank provides housing options for people and families with diverse needs and resources.	
Policy 5.1: Provide for a variety of residential neighborhoods with varying densities and housing types.	Consistent The proposed Project would include two multi-family residential buildings with 573 dwelling units. Dwelling units would include a mix of studios, one bedroom, two-bedroom and three-bedroom units. Therefore, the Project would be consistent with this policy.

Policy 5.2: Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.	Consistent As discussed under Policy 5.1, the Project would provide a mixed-use development adjacent to Downtown Burbank. The Project would include two multi-family residential buildings and a hotel. The residential component of the Project would include 573 dwelling units with a mix of studios, one bedroom, two-bedroom and three-bedroom units. Therefore, the Project would be consistent with this policy.
Policy 5.3: Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.	Consistent The Project would include two multi-family residential buildings with 573 apartment units. Dwelling units would include a mix of studios, one bedroom, two-bedroom and three-bedroom units, and will provide for a mix of housing affordable to moderate and above moderate income households. The housing mix includes up to 12 percent of the apartment units as deed restricted units that are maintained affordable to moderate income households for a period of no less than fifty-five years. Therefore, the Project would be consistent with this policy.

<p>Policy 5.4: Allow residential units in traditionally non-residential areas, and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.</p>	<p>Consistent</p> <p>The Project would convert a currently vacant and underutilized infill site into a mixed-use development that would include residential, retail and hotel uses, in proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The residential component of the Project would include 573 dwelling units. Dwelling units would include a mix of studios, one-bedroom, two-bedroom and three-bedroom units. The housing mix includes up to 12 percent of the apartment units as deed restricted units that are maintained affordable to moderate income households for a period of no less than fifty-five years. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 5.5: Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.</p>	<p>Consistent</p> <p>The Project would be located in close proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The mixed-use residential, hotel and retail components of the proposed Project, and proximity to the Downtown Burbank Metrolink Station, would promote transit-oriented development. Additionally, the Project would provide bicycle parking and would add a bike lane along Front Street to provide improved bicycle access for Project and area residents and employees. The Project will construct a plaza and elevator and staircase that connects to Magnolia Street and separately a pedestrian bridge will connect a proposed retail gallery at Burbank Boulevard that would provide connections to the adjacent Burbank Town Center and enhance pedestrian connections to Downtown. Therefore, the Project would be consistent with this policy.</p>
<p>Goal 6 Economic Vitality and Diversity: Burbank has a healthy and diverse economy and provides for a full range of retail, commercial, office, and industrial uses. Businesses contribute to community character and economic vitality by supporting neighborhood, community, and regional needs and providing diverse employment options.</p>	

<p>Policy 6.2: Recognize and maintain Downtown Burbank as the city’s central business district, providing a mix of commercial, civic, cultural, recreational, educational, entertainment, and residential uses.</p>	<p>Consistent The Project would convert a vacant infill lot into a mixed-use residential and commercial development adjacent to Downtown Burbank with hotel and publicly accessible open spaces. The Project would include common outdoor space and amenities, including a public plaza that would be open to local residents and visitors. Therefore, the Project is consistent with this policy.</p>
<p>Policy 6.6: Require new large commercial and office projects to provide services, proportionate to their size, that benefit employees, including child care, fitness facilities, rail and bus transit facilities, and personal services.</p>	<p>Consistent Amenities associated with the residential component of the development would include such features as business center/internet café, coffee bar, fitness center, resort-style pools and bike trail access. Associated hotel amenities would include such features as restaurants, café, bar, pool terrace and meeting rooms. Retail uses would include accessory retail and restaurant uses on the ground floor, and a 1,067-square foot retail gallery. The Project would be located in close proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The mixed-use components of the Project, and proximity to the Downtown Burbank Metrolink Station, would promote transit-oriented development. Additionally, the Project would provide bicycle parking and would add a bike lane along Front Street to provide improved bicycle access for Project and area residents and employees. The Project would provide connections to the adjacent Burbank Town Center to enhance pedestrian connections to Downtown. Therefore, the Project would be consistent with this policy.</p>
<p><i>Goal 7 Community Participation: Burbank encourages community engagement and provides a wide range of opportunities to participate in the planning process.</i></p>	
<p>Policy 7.1: Ensure that Burbank2035 remains relevant by involving the public in planning decisions and by closely monitoring implementation of the plan.</p> <p>Policy 7.2: Provide clear, easily understandable, and accessible</p>	<p>Consistent The City of Burbank distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on April 3, 2018 and ending on May 2, 2018. In addition, the City held an EIR Scoping Meeting on April 10, 2018 from 6:00 PM to</p>

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information to promote community involvement in the planning process.

Policy 7.3: Consistently seek direct public involvement in the planning process for new projects and plans, as well as for everyday planning matters.

Policy 7.4: Hold community meetings, workshops, charrettes, etc., and provide other opportunities for input on different days and times and at various locations throughout the city to maximize opportunity for public input.

Policy 7.5: Continually expand the use of technology to disseminate planning information and solicit input from the public. Use technology and other methods to provide opportunities for the planning process to become less formal and more inclusive.

8:00 PM. The meeting was aimed at providing information about the Project to members of public agencies, interested stakeholders and residents/community members. The meeting was held at the City of Burbank's Community Services Building at 150 North Third Street, Room 104. No comments were received at the scoping meeting. The City received letters from eight agencies in response to the NOP during the public review period. The NOP is presented in the appendix of the EIR, along with the Initial Study that was prepared for the Project and the NOP responses received. Upon public release of the Draft EIR the City of Burbank filed a Notice of Completion (NOC) with the State Clearinghouse. The NOC was posted in the County Clerk's office for 30 days and a copy of the NOC was sent to anyone requesting it. Additionally, public notice of the availability of the Draft EIR was provided through publication in The Burbank Leader; posting on and off the Project site; and direct mailing to owners and occupants of contiguous properties that within a 1,000 feet of the Project site. The public review period for the Draft EIR lasted 45 days, starting on March 22, 2019 and ending on May 6, 2019. A portion of the Draft EIR was recirculated for public review lasting 45 days, starting on July 1, 2019 and ending on August 14, 2019. Additionally, public notice of the availability of the recirculated Draft EIR was provided through publication in The Burbank Leader; posting on and off the Project site; and direct mailing to owners and occupants of contiguous properties that within a 1,000 feet of the Project site. The Final EIR includes: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments. Therefore, the environmental review process for the Project has complied and will comply with the public participation requirements under CEQA and for consistency with these policies.

Policy Number	Consistency
Housing Element	
Goal 2 Quality of Life: <i>Burbank seeks to provide housing sites that accommodate a range of housing types to meet the diverse needs of existing and future residents.</i>	
<p>Policy 2.1: Facilitate mixed-use developments in targeted area, including Downtown and the Media District. Promote adaptive reuse of non-residential buildings for residential use.</p>	<p>Consistent The Project would convert a vacant infill lot into a mixed-use residential and commercial development adjacent to Downtown Burbank with hotel and publicly accessible open spaces. The Project would include common outdoor space and amenities, including a public plaza that would be open to local residents and visitors. Therefore, the Project is consistent with this policy.</p>
<p>Policy 2.2: Consistent with the Land Use Element, promote opportunities for a variety of housing types, including small lot development, live-work units and mixed-use development, to accommodate the City’s diverse housing needs.</p>	<p>Consistent The Project would convert a currently vacant and underutilized infill site into a mixed-use development that would include residential, retail and hotel uses, in proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The residential component of the Project would include 573 dwelling units. Dwelling units would include a mix of studios, one-bedroom, two-bedroom and three-bedroom units. The housing mix includes up to 12 percent of the apartment units as deed restricted units that are maintained affordable to moderate income households for a period of no less than fifty-five years.</p>
Goal 3 Affordable Housing: <i>Burbank will assist in the development of housing affordable to all economic segments of the community.</i>	
<p>Policy 3.1: Encourage production of a variety of housing types to address the needs of lower (including extremely low) moderate, and upper income households to maintain an economically diverse and balanced community.</p>	<p>Consistent The Project would convert a currently vacant and underutilized infill site into a mixed-use development that would include residential, retail and hotel uses, in proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The residential component of the Project would include 573 dwelling units. Dwelling units would include a mix of</p>

	<p>studios, one-bedroom, two-bedroom and three-bedroom units. The housing mix includes up to 12 percent of the apartment units as deed restricted units that are maintained affordable to moderate income households for a period of no less than fifty-five years. The Project would provide additional housing and employment opportunities for Burbank residents or individuals currently commuting to the City for work in order to reduce the jobs to housing imbalance of 3 jobs for every 1 home.</p>
<p>Policy 3.6: Encourage use of sustainable and green building design in new and existing housing.</p>	<p>Consistent</p> <p>The Project would be designed to be the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Certified Gold. Project design features and materials include sustainable products and locally sourced materials. The Project would include higher energy efficiency appliances, low-flow, and water-consuming facilities, and use of recycled water for irrigation. The Project would include energy efficient HVAC system and MERV filters, cool roofs, LED lighting, and high-performance glazing. Water efficient appliances and fixtures, drip irrigation, and drought tolerant landscaping would be included. Indoor environmental quality favors formaldehyde-free finishes, low-allergen materials, and use of products with minimum off-gassing or low volatile organic compounds (VOC's). Development under the Project would also comply with all applicable California Green Building Standards Code. Additionally, the mixed-use components of the proposed Project, the proposed bike lane, and proximity to the Downtown Burbank Metrolink Station, would promote transit-oriented development and pedestrian connections to Downtown Burbank.</p>
<p align="center">Goal 4 Constraints to Housing: <i>Burbank will address governmental constraints to the maintenance, improvement, and development of housing.</i></p>	

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<p>Policy 4.3: Provide opportunities for new housing types, including small lot single-family development, live-work units, and mixed-use residential development, to address Burbank’s changing housing needs.</p>	<p>Consistent</p> <p>The Project would convert a currently vacant and underutilized infill site into a mixed-use development that would include residential, retail and hotel uses, in proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. The residential component of the Project would include 573 dwelling units. Dwelling units would include a mix of studios, one-bedroom, two-bedroom and three-bedroom units. The housing mix includes 69 units (12 percent of the apartment units) as deed restricted units that are maintained affordable to moderate income households for a period of no less than fifty-five years. The Project would provide additional housing and employment opportunities for Burbank residents or individuals currently commuting to the City for work in order to reduce the jobs to housing imbalance of 3 jobs for every 1 home.</p>
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Policy Number	Consistency
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Mobility Element

Goal 1 Balance: Burbank’s transportation system ensures economic vitality while preserving neighborhood character.

<p>Policy 1.4: Ensure that future land uses can be adequately served by the planned transportation system.</p>	<p>Consistent</p> <p>The proposed project would provide additional bicycle and pedestrian connections to the Downtown Burbank Metrolink Station and includes right-of-way improvements to Front Street, as well one-time, fair-share contributions to safety improvements and maintenance to the Downtown Burbank Metrolink Station and towards operations of BurbankBus fixed-transit route serving Downtown as a public benefit.</p>
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Goal 2 Sustainability: Burbank’s transportation system will adapt to changing mobility and accessibility needs without sacrificing today’s community values.

<p>Policy 2.1: Improve Burbank’s alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.</p>	<p>Consistent</p> <p>The proposed project would provide additional bicycle and pedestrian connections to the Downtown Burbank Metrolink Station and includes right-of-way improvements to Front Street, as well one-time, fair-share contributions to safety improvements and maintenance to the Downtown Burbank Metrolink Station and towards operations of BurbankBus fixed-transit route serving Downtown as a public benefit. Furthermore, the project is conditioned to provide pick-up and drop-off points on-site for residents and visitors to utilize car-share services.</p>
<p>Policy 2.4: Require new projects to contribute to the City’s transit and/or non-motorized transportation network in proportion to its expected traffic generation.</p>	<p>Consistent</p> <p>The proposed project would provide additional bicycle and pedestrian connections to the Downtown Burbank Metrolink Station and includes right-of-way improvements to Front Street, as well one-time, fair-share contributions to safety improvements and maintenance to the Downtown Burbank Metrolink Station and towards operations of BurbankBus fixed-transit route serving Downtown as a public benefit.</p>
<p>GOAL 3: COMPLETE STREETS</p> <p><i>Burbank’s complete streets will meet all mobility needs and improve community health.</i></p>	
<p>Policy 3.2: Complete city streets by providing facilities for all transportation modes.</p>	<p>Consistent</p> <p>Public streets adjacent to the Project site will be designed for the efficient and safe flow of vehicles, transit vehicles, pedestrians, bicycles, and modes compliant with the Americans with Disabilities Act (ADA). Improvements to N. Front Street will be designed and constructed in conformance to the Burbank 2035 General Plan including the City’s General Plan Complete Streets policy and with regards to vehicle travel lane requirements, the Bicycle Master Plan, General Plan sidewalk width standards, and</p>
<p>Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.</p>	

<p>Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.</p>	<p>connectivity to local bus transit and regional transit centers.</p>
<p>Policy 3.5: Designs street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.</p>	<p>Biking will be encouraged through the provision of new bicycle infrastructure and bicycle parking / storage facilities accessible to on-site employees and visitors. The Project will construct protected bicycle lanes along N. Front Street between Burbank Boulevard and the Downtown Burbank Metrolink Station. Long term and short term bicycle parking facilities will also be provided for ease of accessibility to future tenants, employees, and visitors of the Project site in order to encourage walking and biking trips within the site, to and from work, and as a first-last mile connection to transit.</p> <p>Safe pedestrian accessibility will be provided through buildout of N. Front Street to the sidewalk widths prescribed in the Burbank2035 General Plan, provision of a pedestrian connection from the Magnolia Boulevard bridge and an adjacent publically accessible open space area, and the implementation of a high-visibility crosswalk connecting the new bicycle lanes/sidewalks to the Downtown Burbank Metrolink Station. Additional Project amenities include: extensive use of street trees, landscaping, and street furniture that separate pedestrian, bicycle, and vehicle traffic and provide a welcoming pedestrian environment for individuals travelling on foot or via bike along Front Street.</p>
<p><i>GOAL 5 Bicycle and Pedestrian Mobility: Burbank fosters pedestrian and bicycle travel as healthy, environmentally sound methods to reduce vehicle trips and improve community character.</i></p>	
<p>Policy 5.1: Maximize pedestrian and bicycle safety, accessibility, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.</p>	<p>Consistent Public streets adjacent to the Project site will be designed for the efficient and safe flow of vehicles, transit vehicles, pedestrians, bicycles, and modes compliant with the Americans with Disabilities Act (ADA).</p>

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<p>Policy 5.2: Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.</p>	<p>Improvements to N. Front Street will be designed and constructed in conformance to the Burbank 2035 General Plan including the City's General Plan Complete Streets policy and with regards to vehicle travel lane requirements, the Bicycle Master Plan, General Plan sidewalk width standards, and connectivity to local bus transit and regional transit centers.</p>
<p>Policy 5.3: Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.</p>	<p>Biking will be encouraged through the provision of new bicycle infrastructure and bicycle parking / storage facilities accessible to on-site employees and visitors. The Project will construct protected bicycle lanes along N. Front Street between Burbank Boulevard and the Downtown Burbank Metrolink Station. Long term and short term bicycle parking facilities will also be provided for ease of accessibility to future tenants, employees, and visitors of the Project site in order to encourage walking and biking trips within the site, to and from work, and as a first-last mile connection to transit.</p>
<p>Policy 5.4: Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.</p>	<p>Safe pedestrian accessibility will be provided through buildout of N. Front Street to the sidewalk widths prescribed in the Burbank 2035 General Plan, provision of a pedestrian connection from the Magnolia Boulevard bridge and an adjacent publically accessible open space area, and the implementation of a high-visibility crosswalk connecting the new bicycle lanes/sidewalks to the Downtown Burbank Metrolink Station. Additional Project amenities include: extensive use of street trees, landscaping, and street furniture that separate pedestrian, bicycle, and vehicle traffic and provide a welcoming pedestrian environment for individuals travelling on foot or via bike along Front Street.</p>
<p>Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths in Table M-2 of the General Plan.</p>	<p>Safe pedestrian accessibility will be provided through buildout of N. Front Street to the sidewalk widths prescribed in the Burbank 2035 General Plan, provision of a pedestrian connection from the Magnolia Boulevard bridge and an adjacent publically accessible open space area, and the implementation of a high-visibility crosswalk connecting the new bicycle lanes/sidewalks to the Downtown Burbank Metrolink Station. Additional Project amenities include: extensive use of street trees, landscaping, and street furniture that separate pedestrian, bicycle, and vehicle traffic and provide a welcoming pedestrian environment for individuals travelling on foot or via bike along Front Street.</p>
<p><i>GOAL 7 Parking: Burbank's public and private parking facilities are well managed and convenient.</i></p>	

<p>Policy 7.2: Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.</p>	<p>Consistent In order to encourage the use of public transportation, the Project will implement a parking ratio for the residential units that is consistent with the City and State Density Bonus regulations. Unlike, density bonus law, which does not require guest parking, the project is proposing to provide 70 guest parking spaces, which are adequate to accommodating the projected demand. Furthermore, the Project will be conditioned to provide an 80% subsidy of the cost of monthly metro transit passes for up to 20% of the total residents and employees of the Project site. Pursuant to the proposed Planned Development, the Project will provide a total of 1,168 parking spaces for the Project. These parking spaces will include: 857 spaces for the residential units, including 70 guest parking spaces; 307 parking spaces for the hotel, including 58 that are tandem or stacked parking spaces; and 4 parking spaces for the retail component of the project.</p>
<p><i>GOAL 8 Transportation Demand Management: Burbank manages transportation resources to minimize congestion.</i></p>	
<p>Policy 8.3: Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.</p>	<p>Consistent The project as designed will integrate pedestrian and bicycle connections to the Downtown Burbank Transit Center and promote walking to nearby retail, office, and restaurant uses in Downtown.</p>
<p>Policy Number</p>	<p>Consistency</p>
<p>Air Quality and Climate Change</p>	
<p><i>Goal 1 Reduction of Air Pollution: The health and sustainability of the city, county, and Basin are improved by planning and programs that reduce air pollutants. Policies that reduce fossil fuel combustion (by reducing vehicle miles traveled and promoting conservation and use of renewable energy) lessen adverse impacts on both air quality and climate change.</i></p>	

<p>Policy 1.1. Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.</p>	<p>Consistent</p> <p>The EIR prepared for the Project studied all applicable air quality measures, standards, and requirements applicable to the Project. Furthermore, the project would incorporate mitigations and PDFs for construction and operations.</p>
<p>Policy 1.2. Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.</p>	
<p>Policy 1.3. Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable state and federal air quality and climate change programs.</p>	<p>Consistent</p> <p>The project is served by a high level of public transit. The project is approximately 0.9 mile from the existing Burbank Airport-South Metrolink Station and will be adjacent to the Burbank Airport-North Metrolink station. In addition, there will be three local Metro bus stops, with one existing and two added by the project, adjacent to the project site. Mitigation measures would also be implemented to encourage the use of public transit.</p>
<p>Policy 1.4. Cooperate with the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the SCAQMD to measure air quality at emission sources (including transportation corridors), and enforce the provisions of the Clean Air Act, as well as state and regional policies and established standards for air quality.</p>	<p>Consistent</p> <p>The EIR prepared for the Project studied all applicable air quality measures, standards, and requirements applicable to the Project. Furthermore, the project would incorporate mitigations and PDFs for construction and operations.</p>
<p>Policy 1.5. Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.</p>	<p>Consistent</p> <p>The project would incorporate mitigations and PDFs for construction and operation to reduce air quality impacts. For construction, the project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (this applies to operations as well). For operations, the project would incorporate mandatory and voluntary measures of the</p>

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	CALGreen Code. The project would reduce energy and water consumption, plant trees, provide the prewiring for electric vehicle charging stations, construct bicycle lanes, and enhance pedestrian and bicycle connectivity to the Downtown Burbank Metrolink station.
Policy 1.6. Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	Consistent The project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions.
Policy 1.9. Encourage the use of zero-emission vehicles, low emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs. Consider requiring sufficient convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent Proposed project includes design features (proximity to public transit options, Electric Vehicle charging stations, bicycle parking) that will implement this policy. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the Citywide Transportation Management Organization. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.
<i>Goal 2 Sensitive Receptors: Burbank is Committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.</i>	
Policy 2.2. Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible.	Consistent Proposed project includes design features (HVAC systems, air filtration, and careful location of ventilation air intakes) that will be consistent with this policy.
Policy 2.3. Require businesses that cause air pollution to provide pollution control measures.	Consistent The project would incorporate mitigations and PDFs for construction and operation to reduce air quality impacts. For construction, the project would use off-road equipment that meets USEPA Tier 4 engine standard and

	comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (this applies to operations as well).
Policy 2.4. Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces.	Consistent The Project will provide the planting a minimum of 80 trees, both on the Project site and within adjacent public right-of-way areas.
Policy 2.5. Require the use of recommendations from the California Air Resources Board’s Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses.	Consistent The EIR prepared for the Project studied all applicable air quality measures, standards, and requirements applicable to the Project. Furthermore, the project would incorporate mitigations and PDFs for construction and operations.
<i>Goal 3 Reduction of Greenhouse Gas Emissions: Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.</i>	
Policy 3.1: Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce communitywide greenhouse gas emissions within Burbank by at least 15% from current levels by 2020.	Consistent The Project is also consistent with the City’s current Greenhouse Gas Reduction Plan (GGRP) by incorporating Project Design Features (PDFs) that result in “pedestrian-friendly infill development, a more balanced jobs-to-housing ratio, energy-efficient construction...and continued water conservation [through the use of water efficient appliances and recycled water, which] reinforces emission reduction strategies described throughout the GGRP. PDFs that further GGRP strategies include: • Future construction of Project to ensure greater energy efficiency by complying with new under 2019 California Building and Energy Codes including CALGreen code requirements and provide: increased number of prewired EV charging stations built into the project, cool roof and roof top solar installation, use of Energy Star appliances, water efficient washing machines/faucets/showers, high efficiency
Policy 3.2: Establish a goal and strategies to reduce communitywide greenhouse gas emissions by at least 30% from current levels by 2035.	
Policy 3.3: Continue to participate in the Cities for Climate Protection program and applicable State and federal climate change programs.	
Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.	

<p>Policy 3.5: Submit an annual report on implementation of the Greenhouse Gas Reduction Plan, in conjunction with the annual report to the City Council regarding implementation of Burbank2035.</p>	<p>lighting and smart thermostats, use of recycled water, and installation of building shade trees adjacent to the building frontages along Front Street. The Project will also comply with applicable City storm water management plan (e.g., Low Impact Development Ordinance and Best Management Practices) and diversion of demolished materials and future yard and landscaping materials (e.g., lumber and demolition and yard waste) from landfills. The Project will also be designed to obtain a LEED Silver certification.</p>
<p>Policy 3.6: Reduce greenhouse gas emissions by encouraging the retrofit of older, energy inefficient buildings.</p>	<p></p>
<p>Policy 3.8: Transition all economic sectors, new development, and existing infrastructure and development to low- or zero-carbon energy sources. Encourage implementation and provide incentives for low- or zero-carbon energy sources.</p>	<p></p>
<p>Goal 4 Climate Change: Prepare for and adapt to anticipated effects of climate change.</p>	<p></p>
<p>Policy 4.1: Evaluate the potential effects of climate change on Burbank’s human and natural systems and prepare strategies that allow the City to appropriately respond.</p>	<ul style="list-style-type: none"> • As part of adjacent public right of way improvements, the Project will provide for new street lights with LED lighting, increased pedestrian enhancements through attractive pedestrian environments (e.g., seating, shade trees, safe crosswalks and pathways, elevated and buffered bike lanes-complete streets implementation) that encourage walking a cycling as alternative modes of transportation to gasoline powered vehicles.
<p>Policy 4.2: Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities.</p>	<ul style="list-style-type: none"> • The Project includes expansion of the City’s bicycle infrastructure through the development of buffered bike lanes adjacent to the Project site along Front Street providing safer bike routes along Front Street, between Burbank Boulevard and the Magnolia Bridge that increase access from the Project site to the Metrolink Station. The Project will also be contributing funds to develop increased bicycle infrastructure through the expansion of sidewalks and bicycle lanes as part of a future City project that connect the Metrolink Station to Verdugo and First Street east of the Metrolink and Project site as wells funding for the ongoing maintenance of the Metrolink Station that includes a bike shop at the station. • The Project will also join the Burbank Transportation Management Organization to provide services to future residents and employees working at the Project site that incentivizes use of public transportation, carpooling, ridesharing et cetera. Included as part of this effort, the Project will provide an

	<p>80% transit subsidy for Metrolink/Metro passes for up to 20% of the total residents and employees, with priority to the passes given to residents of the 69 moderate income households. The Project is also providing funding for the maintenance of the Metrolink Station and Burbank Bus infrastructure as well as the construction of a new elevator with staircase connecting the Project site and Metrolink Station to Downtown Burbank in order to ensure increased community access to safe and efficient public transit.</p> <ul style="list-style-type: none"> • Project will incorporate recycling efforts to divert, to the extent feasible compostable paper and organic materials from ending up in landfills. <p>Collectively, these Project PDFs are consistent with GGRP strategies to reduce GHG emissions related to transportation, energy consumption, water, wastewater, and solid waste so that we can continue the collective effort of working together for a safe, beautiful and thriving community that is progressing toward its 2020 and 2035 GHG emission reduction goals.</p>
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Policy Number	Consistency
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Noise

Goal 1: Noise Compatible Land Uses: Burbank’s diverse land use pattern is compatible with current and future noise levels.

<p>Policy 1.1: Ensure the noise compatibility of land uses when making use planning decisions.</p>	<p>Consistent. The project will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code. The project will also include transparent screen walls (noise attenuation) on the roof-top open space area.</p>
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<p>Policy 1.3: Incorporate design and construction features into residential and mixed-use projects that shield residents from excessive noise.</p>	<p>Consistent. The project will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code. The project will also include transparent screen walls (noise attenuation) on the roof-top open space area.</p>
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Policy 1.4: Maintain acceptable noise levels at existing noise-sensitive land uses.	Consistent The Project does not abut to any existing noise sensitive uses and The project will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code. The project will also include transparent screen walls (noise attenuation) on the roof-top open space area.
Policy 1.5: Reduce noise from activity centers located near residential areas, in cases where noise standards are exceeded.	Consistent The project will be required to construct the residential units in accordance with noise attenuation standards of the California Building Code. The project will also include transparent screen walls (noise attenuation) on the roof-top open space area.
<i>Goal 2: Noise in Mixed-Use Development: Noise from commercial activity is reduced in residential portions of mixed-use projects.</i>	
Policy 2.1: Require the design and construction of buildings to minimize commercial noise within indoor areas of residential components of mixed-use projects.	Consistent The residential portions of the project are located in separate portions of the building from the both the retail and hotel components of the Project. The first floor of the residential portions of the building will be used for parking and “lobby” areas for the residential units.
Policy 2.2: Locate the residential portion of new mixed-use projects away from noise generating sources such as mechanical equipment, gathering places, loading bays, parking lots, driveways, and trash enclosures.	Consistent The residential portions of the project are located in separate portions of the building from the both the retail and hotel components of the Project. The first floor of the residential portions of the building will be used for parking and “lobby” areas for the residential units.
<i>Goal 3: Vehicular Traffic Noise: Burbank’s vehicular transportation network reduces noise levels affecting sensitive land uses.</i>	
Policy 3.1: Support noise-compatible land uses along existing and future roadways, highways, and freeways.	Consistent To address the effects of the vehicular traffic noise on the Project is conditioned to construct, and maintain a minimum 10-foot high sound wall on the east side of the project’s property line boundary with
Policy 3.2: Encourage coordinated site planning and traffic management that minimizes traffic noise affecting noise-sensitive land uses.	

<p>Policy 3.3: Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.</p>	<p>Interstate-5 from just south of Burbank Boulevard to Magnolia Boulevard as a public benefit. Furthermore, the Project is conditioned to construct, and maintain a 21-foot wide parkway. The 21-foot wide parkway shall consist of pedestrian sidewalks, two-way raised Class IV bicycle lanes, street trees, high-visibility crosswalks, pedestrian ramps, and rectangular rapid flashing beacons (RRFBs) along the Project frontage on the eastern side of North Front Street between Burbank Boulevard and the northernmost driveway of the Downtown Burbank Metrolink Station, just south of the Magnolia Boulevard underpass in order to maximize pedestrian, bicycle, and transit connectivity between the Project site and the Downtown Burbank Metrolink Station, encouraging the use of alternative modes of transportation.</p>
<p>Policy 3.4: Install, maintain, and renovate freeway and highway right-of-way buffers and sound walls through continued work with the California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (MTA).</p>	
<p>Policy 3.7: Where feasible, employ noise-cancelling technologies such as rubberized asphalt, fronting homes to the roadway, or sound walls to reduce the effects of roadway noise on sensitive receptors.</p>	
<p>Goal 4: Train Noise: Burbank’s train service network reduces noise levels affecting residential areas and noise-sensitive land uses.</p>	
<p>Policy 4.1: Support noise-compatible land uses along rail corridors.</p>	<p>Consistent The Project will be required to be constructed in accordance with noise attenuation standards of the California Building Code. The project will also include transparent screen walls (noise attenuation) on the roof-top open space area. Furthermore, the Project is conditioned to pay a one-time fair-share contribution to the City towards neighborhood protection physical enhancements including improvements (e.g., safety gates, protected pathways, etc.) that facilitate the development of a quiet zone at the Downtown Burbank Metrolink Station.</p>
<p>Policy 4.2: Require noise-reducing design features as part of transit-oriented, mixed-use development located near rail corridors.</p>	
<p>Policy 4.3: Promote the use of design features, such as directional warning horns or strobe lights, at railroad crossings that reduce noise from train warnings.</p>	
<p>Goal 7: Construction, Maintenance, and Nuisance Noise: Construction, maintenance, and nuisance noise is reduced in residential areas and at noise-sensitive land uses.</p>	
<p>Policy 7.1: Avoid scheduling city maintenance and construction projects during evening, nighttime, and early morning hours.</p>	<p>Consistent The BMC regulates hours for construction and operations that the project will be consistent with. Furthermore, the project is conditioned to provide additional requirements for activities such as outdoor cleaning, construction, and deliveries.</p>
<p>Policy 7.2: Require project applicants and contractors to minimize noise in</p>	

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<p>construction activities and maintenance operations.</p>	
<p>Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.</p>	
<p>Policy 7.4: Limit the allowable hours of operation for and deliveries to commercial, mixed-use, and industrial uses located adjacent to residential areas.</p>	
Policy Number	Consistency
Safety	
<i>Goal 5: Seismic Safety. Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.</i>	
<p>Policy 5.1: Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.</p>	<p>Consistent The proposed project is in conformance with the California Building Code, and is designed to satisfy all seismic design provisions found in the current California Building Standards Code as they relate to geologic, seismic, and slope hazards.</p>
<p>Policy 5.2: Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.</p>	
<p>Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.</p>	
<p>Policy 5.4: Encourage and facilitate retrofits of seismically high-risk buildings to reduce risks from seismic ground shaking.</p>	