

Errata to the Final EIR

This Errata addresses agency comments received after completion of the Final Environmental Impact Report (EIR) prepared for the 777 North Front Street Project (Project) dated October 2019.

The Draft EIR was circulated for a 45-day public review period that began on March 22, 2019 and ended on May 6, 2019. The City of Burbank received a letter from the California Department of Transportation (Caltrans) dated May 7, 2019. The Draft EIR was recirculated for a 45-day public review period that began on July 1, 2019 and ended on August 14, 2019. The City of Burbank received a second letter from Caltrans dated August 12, 2019. Responses to these Caltrans' letters are included in Section 2 and Section 3 of the Final EIR, respectively.

On November 8, 2019, Caltrans submitted a second letter dated November 4, 2019 to the City's Community Development Department subsequent to completion of the Final EIR. Each separate issue raised by Caltrans has been assigned a number that corresponds to a response included in this Errata. A marked-up version of Caltrans' letter is attached to this Errata.

COMMENTER: Miya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation

DATE: November 4, 2019

Response 1

The commenter includes a brief description of the proposed Project and states that Senate Bill 742 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. The commenter provides a weblink to a technical resource for additional information on determining transportation impacts in terms of VMT on the State Highway System.

The Final EIR was completed for the proposed Project in October 2019 prior to July 1, 2020. This comment does not pertain to the adequacy of the Final EIR and raises no environmental issues specific to the proposed Project.

Response 2

The commenter encourages the City to coordinate and cooperate with Caltrans to identify solutions and improvements in the Project area.

This comment is noted. The City will coordinate with Caltrans on mitigation measures that affect Caltrans right-of-way and jurisdiction.

Response 3

The commenter states that an encroachment permit will be required for any Project work in the vicinity of a Caltrans right of way.

The City and Project applicant will comply with Caltrans requirements regarding encroachment permits.

Response 4

The commenter states that any transportation of heavy construction equipment would need a Caltrans transportation permit.

The Project applicant would obtain Caltrans permits as required. A construction traffic analysis was included in Section 4.12, *Transportation and Traffic*, of the Draft EIR. The construction mitigation measures require the applicant to develop a construction management plan that must be reviewed and approved by the City before any building permit is issued. The plan is designed to consider several items, including (but not limited to) haul routes, traffic control devices, restrictions regarding oversized vehicles, construction related parking, etc.

Response 5

The commenter provides Caltrans contact information for any questions.

This comment does not pertain to the adequacy of the Final EIR and raises no environmental issues specific to the proposed Project.

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*Making Conservation
a California Way of Life.*

2019 NOV -8 10 43 AM

November 4, 2019

Leonard Bechet
Senior Planner
Community Development Department
City of Burbank
150 N. Third Street
Burbank, CA 91502

ATTACHMENT 1-1

RE: 777 N Front Street
Final Environmental Impact Report
(FEIR)
SCH# 2018041012
GTS# 07-LA-2018-02882
Vic. LA-5/ PM 29.727

Dear Mr. Bechet:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project site is located on an 8-acre, irregularly shaped parcel located along Front St in the city of Burbank. The proposed project would involve clearing and excavation of the site for development of a mixed-use project that would include 572 residential units, 1,067 sf of retail gallery space, and 317 hotel rooms with ground floor and rooftop retail/restaurant uses. The project would be developed over three separate buildings a 7-story building, an 8-story building, and a 15-story building. The project would include 1,462 parking spaces, a publicly accessible plaza and pedestrian bridge that connects the plaza to Magnolia Blvd and Downtown Burbank on city-owned land immediately south of the project site.

1

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) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: [http://opr.ca.gov/docs/20190122-743 Technical Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

After reviewing the Final Environmental Impact Report (FEIR), Caltrans has the following comments:

As mentioned previously on our letter dated August 12, 2019, due to the scope of the project and the proximity to Caltrans facilities, we encourage the lead agency to

1

ATTACHMENT 1-2

coordinate and cooperate with Caltrans in order to best identify solutions and improvements in the project area. Please contact Caltrans to explore and develop these measures and plans if needed.

2
(cont'd)

An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility (I-5) will be subject to additional review by the Office of Permits prior to issuance of the permit.

3

Furthermore, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

4

We look forward to your cooperation and reviewing any proceeding documents related to this project. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2018-02882.

5

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse

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