Appendix A

Initial Study/ Notice of Preparation and IS/NOP Commenter Letters

ESA

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A.1 Initial Study/ Notice of Preparation

ESA

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AVION PROJECT

Initial Study

Prepared for
City of Burbank

June 2017

ESA

AVION PROJECT

Initial Study

Prepared for
City of Burbank
Community Development Department
150 N. Third Street
Burbank, CA 91502

June 2017

626 Wilshire Boulevard
Suite 1100
Los Angeles, CA 90017
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ESA

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AVION BURBANK PROJECT

Initial Study

1. Project Title:	Avion Burbank Project
2. Lead Agency Name and Address:	City of Burbank Community Development Department 150 North Third Street Burbank CA, 91502
3. Contact Person and Phone Number:	Scott Plambaeck Deputy City Planner
4. Project Location:	3001 North Hollywood Way Burbank, CA 91505
5. Project Sponsor's Name and Address:	Overton Moore Properties 19300 South Hamilton Avenue, Suite 200 Gardena, CA 90248
6. General Plan Designation(s):	Golden State Commercial/Industrial (42 acres) Airport (18 acres)
7. Zoning:	General Industrial (M-2) Airport (AP)

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project is located in the western portion of the City of Burbank, at 3001 North Hollywood Way. The project site is approximately 61 acres, bounded by San Fernando Road to the north and Winona Avenue to the south and abutting the proposed future Bob Hope Airport replacement terminal site to the west. The proposed project is a mixed-use development including offices, retail buildings, and a hotel. The project also includes an industrial component, parking, and street improvements, including widening. The proposed project would also include transit connectivity to the new Antelope Valley Metro station across the street from the site at San Fernando Road and the future replacement of Hollywood Burbank Airport terminal via auto, bike and walking paths. The proposed project would also include auto, bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Forty spaces would be designated to the future metro station. The proposed project would also include

the construction and extension of Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend from proposed Burbank-Hollywood Airport Terminal to Hollywood Way.

The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the western most 18-acre portion of the 60-acre project site. Additionally, the project would also include a Zoning Code Amendment to amend the existing zoning from the M-2 and Airport to Planned Development; a Development Agreement; Development Review for the warehouse, office, and retail/restaurant buildings; and a Tentative Parcel Map to subdivide the project site into separate legal lots for future sale, lease, or financing. At this time, a Development Review request for the Hotel Building has not been submitted.

9. **Surrounding Land Uses and Setting.** (Briefly describe the project's surroundings.)

   The project site currently zoned AP Airport, is located adjacent to the Burbank Bob Hope Airport, including the site of the future proposed Bob Hope Airport Replacement Terminal, to the west. The site is bounded on the north by N. San Fernando Boulevard and Cohasset Street and two industrial/warehouse buildings, both zoned M-2; to the east by N. Hollywood Way and commercial uses, industrial uses, trucking/freight terminal and parking lots, which are zoned M-2; to the south by Winona Avenue and runway which is zoned AP. Additional surrounding land uses include airport parking, industrial and storage uses, and vacant land. According to the City of Burbank General Plan, these surrounding land uses are designated as Golden State Commercial/Industrial, Airport, and Regional Commercial uses.

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement.)

    Actions and approvals that may be required from other agencies for the proposed project include:

    - State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP)
    - Los Angles Regional Water Quality Control Board (LARWQCB) – NPDES and SWPPP
    - Los Angeles County Airport Land Use Commission (They need make a finding the project conforms with the land use plan)
    - Burbank Airport Authority – temporary easement and consistency with the LAUP

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

    The City sent letters to California Native American tribes that have requested to be notified of projects within the City's jurisdiction inviting them to participate in government-to-government consultation pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52). The consultation process and results will be documented in the Draft EIR, which will identify tribal cultural resources within the project and surrounding area, should they exist. The Draft EIR will also evaluate the potential for implementation of the project to result in a substantial change the significance of an identified tribal cultural resource and will include mitigation measures to reduce potential impacts to less than significant, if necessary.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☒ Utilities/Service Systems
		☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

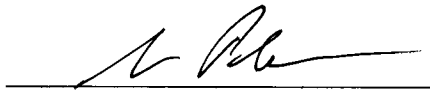
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

6-9-17

Date

Signature

Date

Project Description

Introduction

The proposed Avion Burbank Project (proposed project) site is located at 3001 N. Hollywood Way in the City of Burbank, California. The project proposes a variety of land uses including creative office, retail, hotel uses and creative industrial. Development of the project would include parking and street improvements, including widening in the project area. Moreover, the proposed project would develop the site for alternative transit connectivity.

Project Location and Site Characteristics

The City of Burbank

The proposed project is located within the City of Burbank (City). The City encompasses a land area of approximately 17.1 square miles, and is located in the central portion of Los Angeles County. **Figure 1** shows the regional location of the project site The City is approximately 12 miles north of downtown Los Angeles, the northwestern edge of the City is bordered by the Verdugo Mountains, and the western edge of the City is located near the eastern part of the San Fernando Valley. The City is bisected by Interstate 5 (I-5) and is adjacent to the cities of Los Angeles and Glendale, 12 miles south and 4 miles east of the city, respectively. Regional access to the City is provided by I-5, State Route 134 (SR-134), and State Route 170 (SR-170). **Figure 2** shows the location of the project site.

The Burbank Bob Hope Airport is located to the west and the south of the project site (the Replacement Terminal will be adjacent to the runway, and the proposed project will be adjacent to the terminal), North Hollywood Way is immediately east of the project site, and San Fernando Road and Cohasset Street are north of the project site. The surrounding land uses include the Burbank Bob Hope Airport, airport parking, industrial and storage uses, and vacant land.

Project Location and Site Characteristics

The project site comprises approximately 61 acres and is relatively flat. The project site is graded and partially developed with surface parking lots, which were previously used for vehicle storage. The project site is fenced and public access to the site is not permitted. The site is located within the San Fernando Valley Groundwater Basin, which has been designated by U.S. Environmental Protection Agency (EPA) as a Federal Superfund Site due to groundwater contamination associated with historical industrial land uses, described above. The project site lies within the Burbank Operable Unit, where a number of underground storage tank (UST) removals, soil clean ups, and soil investigations have been completed at the project site and adjacent properties over the years. The project site and adjacent properties were investigated as part of the Regional Water Quality Control Board, Los Angeles Region (LARWQCB) Well Investigation Program (WIP).

SOURCE: ESRI

Avion Burbank Project . 160935

Figure 1

Regional Location

SOURCE: ESRI

Avion Burbank Project . 160935

Figure 2
Project Location

Lockheed Martin Corporation (Lockheed) is the responsible party for the soil and groundwater on the site. Lockheed continues to monitor the groundwater at the project site with nine onsite wells and associated pipes. During the 1990's, Tetra Tech on behalf of Lockheed completed various soil gas investigations, soil sampling, and soil remediation to address the areas of concern (AOCs) identified for the project site (Ardent 2016a). Based on the results of these investigations and remedial efforts, the LARWQCB issued a number of No Further Action (NFA) letters for particular areas of the project site, indicating a low potential for the residual contaminants to continue to contribute to the regional groundwater issue. The project sponsor also completed a Phase I and Phase II investigation prior to acquisition of property.

Land Use and Zoning Designations

Table 1 describes the project site's land use and zoning characteristics. The project site has two land use designations in the City of Burbank 2035 General Plan (General Plan), Golden State Commercial/Industrial and Airport. Approximately 42 acres of the project site is designated as Golden State Commercial/Industrial while the other 18 acres is designated as Airport. The area of the Golden State Commercial/Industrial land use designation serves as the City's industrial hub as well as includes a variety of commercial uses supportive of the airport and media related businesses. A maximum of 1.25 floor-to-area ratio (FAR) has been established for this land use designation. The Airport land use designation encompasses the Bob Hope Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority. This land use designation is intended to accommodate uses directly related to airport and aircraft operation including landing fields, passenger and freight facilities, and facilities for fabricating, testing, and servicing aircrafts.

Similarly, the project site also includes two zoning districts. The zoning designation for the 42-acre portion of the project site is General Industrial (M-2) while the western most 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials while parcels designated as AP are intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility.

TABLE 1
PROJECT SITE LAND USE AND ZONING CHARACTERISTICS

Project Site	Land Use and Zoning Description
Land Use Designation	Golden State Commercial/Industrial – 42 acres Airport – 18 acres
Zoning	General Industrial (M-2) – 42 acres Airport (AP) – 18 acres
Project Site Tax Assessor Parcel Numbers (APNs)	2466-011-908; 2466-011-909; 2466-011-911; 2466-028-907; 2466-028-908; and portions of 2466-011-910.

Project Site History

Historically, the project site was used for agricultural purposes from at least 1928 through the late 1930's and then was developed as part of a larger property owned by Lockheed, known as the Lockheed Plant B6, from at least 1944 through the 1990's (Ardent 2016b). A portion of the project site encompasses approximately 60 acres of the former 130 acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes (Ardent 2016). All of the buildings associated with the Lockheed Plant B6 were demolished from 1997 through 2001, leaving the project site as vacant land, with the exception of a small portion of the northern property that is currently being used as commercial long-term storage of automobiles and storage pods (Ardent 2016a).

In addition to the Lockheed Plant B6, Pacific Airmotive Corporation (PAC) operated the "Jet Engine Test Cell Facility" on the property located at 3003 North Hollywood Way as a component of a "Main Facility" located across the street at 2940 and 2960 North Hollywood Way and 2777 Ontario Street (Ardent 2015). Specifically, the Jet Engine Test Cell Facility is 0.69 acres and was used to test aircraft engines, aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 through 1996 (Ardent 2015). All of the PAC buildings were demolished in 2013.

The project site, which includes the 60-acre portion of the Lockheed Plant B6 larger property and the 0.69-acre PAC Jet Engine Test Cell Facility, has undergone numerous environmental investigations and remediation under the direction and oversight of the LARWQCB and the U.S. Environmental Protection Agency (US EPA) (Ardent 2016a). The project site is located within the San Fernando Valley Groundwater Basin, which has been designated by the US EPA as a Federal Superfund Site due to groundwater contamination associated with the historical industrial land uses. The areas of groundwater contamination, designated as "Operable Units," contain chemicals such as volatile organic compounds (VOCs) and other hazardous chemicals; the project site lies within the Burbank Operable Unit (Ardent 2016a).

In 1992, a Cleanup and Abatement Order was issued to three responsible parties that formerly owned and/or operated businesses at the PAC Facility, including the Jet Engine Test Cell Facility, which included Lockheed, American Real Estate Holding Limit Partnership, and PAC. Since the Main Facility was used as an aircraft parts fabrication operation including the storage and use of chlorinated solvents in degreasers, machining, and plating operations, most of the contaminated materials associated with the Cleanup and Abatement Order has been discovered at the Main Facility; soil remediation and groundwater monitoring are currently being completed at this property across the street. However, since the project site and the adjacent property, which supported the main PAC facility, were used for the same type of industrial uses, the project site is also undergoing soil and groundwater investigations (Ardent 2015).

Since the early-1990s, the site has been investigated by the LARWQCB under its Well Investigation Program (WIP) as part of the San Fernando Valley Groundwater Basin Superfund Site. Over the last 15 years, a number of investigations have been completed at the project site including the collection and analyses of soil, soil gas, and groundwater samples. Remediation work at the project site has been completed under the direction and oversight of the LARWQCB

and US EPA (Ardent 2016a). A NFA was received from the LARWQCB in 2003 related to no further requirements for soil investigation, specifically for chromium, on the project site.

In the 2000s, groundwater samples from drinking water wells in the San Fernando Groundwater Basin began detecting emergent chemicals, including hexavalent chromium, 1,4-dioxane, and others. In 2013, the LARWQCB issued a letter to Lockheed requesting that soil sampling be completed in selected areas of the site for hexavalent chromium. Tetra Tech subsequently completed the work requested by the LARWQCB and presented its results in a report dated December 2014. Laboratory results indicated no detectable to low concentrations of hexavalent chromium in soil samples analyzed. Based on these results, Tetra Tech concluded that these AOCs did not pose a significant source of hexavalent chromium to groundwater. The LARWQCB concurred with these conclusions in a letter dated August 4, 2015. However, because other off-site AOCs still need further evaluation, the LARWQCB has not issued a NFA letter for the site related to groundwater. This case is considered open with the LARWQCB (Ardent 2016a).

Project Objectives

Section 15124(b) of the *CEQA Guidelines* states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the proposed project is to develop a mixed-use development including creative office, retail, a hotel and creative industrial land uses. The proposed project also includes transit connectivity, parking, and street improvements, including widening.

As set forth by the CEQA Guidelines, the list of objectives that the project applicant and City seek to achieve for the proposed project is provided below.

- Redevelop underutilized land into a mixed use campus that creates the following:
  - Economic development within the City;
  - New employment opportunities, both short and long term, within the City;
  - A creative office campus with interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
  - High quality creative industrial buildings to service various industries including manufacturing, assembly, technology, entertainment, and distribution; and
  - A 166-room hotel development site
- Provide retail amenities to serve Avion Burbank and surrounding businesses which will decrease traffic impacts.
- Incorporate the project site's historical aviation achievements into the design of Avion Burbank.
- Place the property in the Los Angeles County tax rolls and generate long term sustainable property tax revenue for the City of Burbank.
- Provide connectivity from the MTA station to the airport and the mixed use campus.

- Provide 40 parking stalls for the Antelope Valley Metro Link station as a public benefit.
- Improve, widen and extend (Hollywood Way/ Tulare/ and Tulare and Kenwood, Cohasset and San Fernando) surrounding streets. The extension of Tulare and Kenwood will be public streets.
- Provide additional tax revenue for the City from Transit Occupancy Tax

Project Components

The proposed project is a mixed-use development consisting of creative offices, creative industrial, retail, and a hotel. **Table 2** summarizes the proposed uses and building square footages included in the project.

TABLE 2
PROPOSED USES AND BUILDING SQUARE FOOTAGE

Use	Area Square Footage*
Creative Industrial Component	**1,014,887SF**
Building #1	138,258 SF
Building #2	183,935 SF
Building #3	161,424 SF
Building #4	282,466 SF
Building #5	93,582 SF
Building #6	155,222 SF
Creative Office Component	**142,250 SF**
Building #1	14,250 SF
Building #2	22,500 SF
Building #3	14,250 SF
Building #4	18,750 SF
Building #5	18,750 SF
Building #6	14,250 SF
Building #7	16,500 SF
Building #8	6,500 SF
Building #9	16,500 SF
Retail Component	**15,475SF**
Building #1	6,300 SF
Building #2	9,175 SF
Hotel Component	**101,230SF**

NOTE:
*Square Footages are approximate and conceptual
Area SF = Total Gross Square Footage

SOURCE Overton Moore Properties 2017

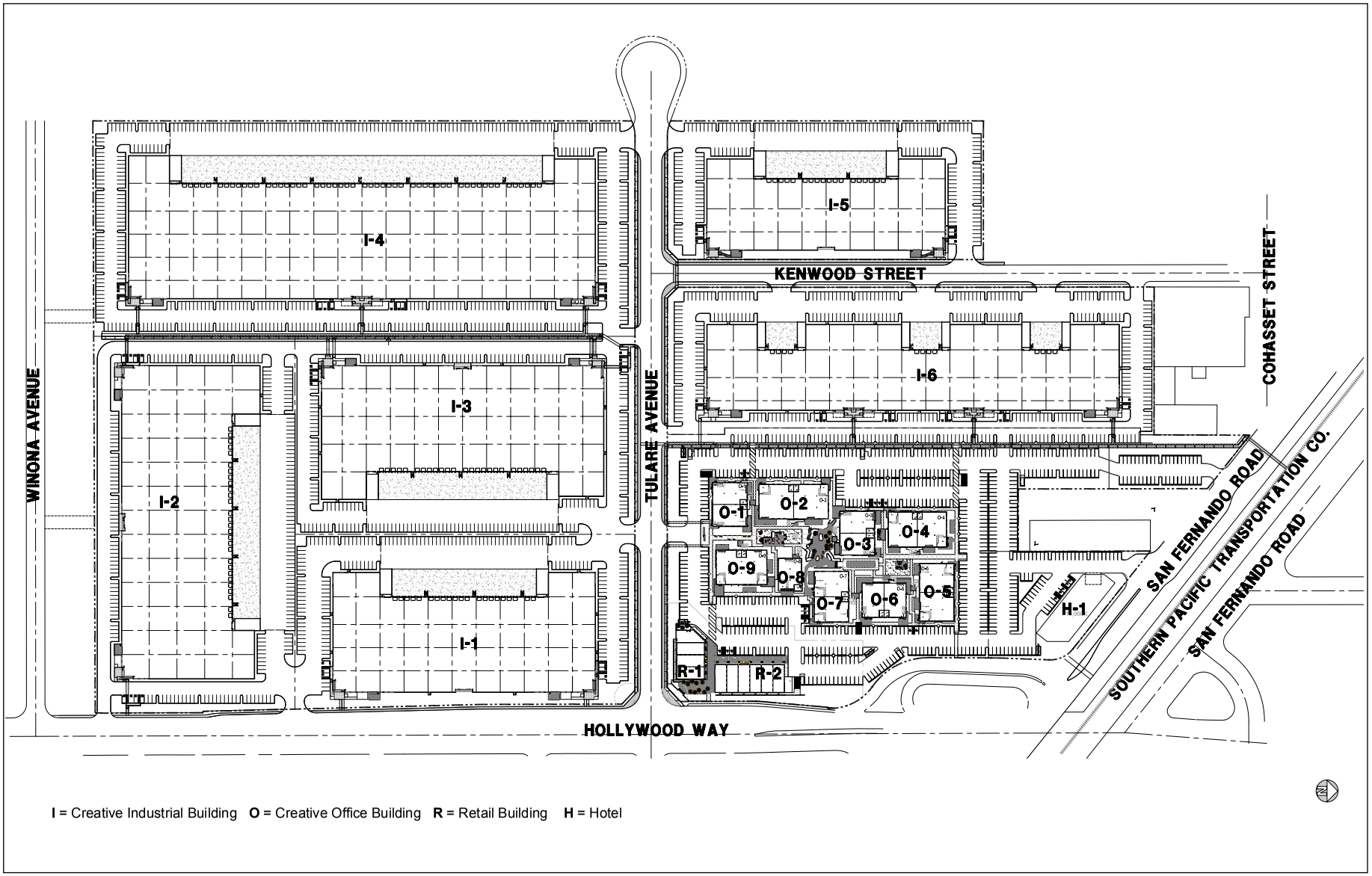
The creative office component would accommodate various types of business. The component would accommodate retail, food, and beverage tenants. The proposed hotel building would accommodate up to 166 rooms with amenities including a fitness center, outdoor swimming pool, and meeting facilities and would be six stories (approximately 69 feet high). The proposed project would include transit connectivity to the new Antelope Valley Metro station adjacent to the site at San Fernando Road and the future replacement of Hollywood Burbank Airport terminal via bike and walking paths. Additionally, the proposed project would also include bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Forty spaces would be designated to the future metro station. The project sponsor has also agreed to participate or create a transportation demand management plan. The proposed project would also include the construction and extension Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way. **Figure 3** depicts the proposed project's conceptual site plan.

Creative Office Buildings

The creative office component would consist of nine two-story buildings, representing 142,500 sf, with each building ranging between 6,500-22,500 sf. The conceptual design for the creative office spaces would incorporate the past aviation history of the project site with an architecturally distinctive design that is clean and modern. The distinctive architectural design of the buildings would be reinforced in the building amenities, which would include two-story atrium lobbies, open truss/ceilings, extensive natural light, open and efficient floor plans, clear story glass on the second floor, concrete floors, roll-up doors to exterior meeting areas and operable windows. The creative office building component of the proposed project would be designed as office condominium units for lease or sale and would provide tenants the opportunity to design their interior space specific to their needs and aesthetic style. With the exception of the smallest (6,500 square foot) building, all of the office condo buildings would be divisible to two units. The landscaped exterior public area within the buildings would be designed to be accommodate conversation areas, casual meeting and dining areas, exterior seating, and private patios for each of the office condos. Other amenities available in the exterior public areas may include but are not limited to, a fireplace, large-scale chess set, and ping pong table.

Retail Center

The proposed retail center component of the project would provide a total of 15,475 sf between two retail buildings, 9,175 sf and 6,300 sf, respectively. The two retail buildings would be divisible down to 1,500 sf spaces, and would accommodate business service retail and food and beverage tenants. The architectural design of the retail component would be complementary to the creative office buildings, with unique building shapes, tactile materials, and ample shaded dining patios. As shown on Figure 3, the retail component would be located on N. Hollywood Way and would serve people visiting Avion Burbank as well as passing commuters, as the retail component would be visible to the surrounding roadways.



SOURCE: Avion Burbank

Avion Burbank Project . 160935

Figure 3

Conceptual Site Plan

Hotel

The proposed project would also be entitled to accommodate a six-story, 166-room hotel, which would be a maximum of 69 feet tall. The proposed hotel would be similar to a nationally branded upscale select service hotel. Proposed amenities would include a restaurant, meeting facilities, swimming pool, fitness center, business center and lounge area. The proposed hotel would service the airport, business and tourist industry and would be located adjacent to the Metro Link stop to allow for convenient access to alternative transportation.

Creative Industrial Buildings

The proposed project includes six creative industrial buildings totaling 1,014,887 sf. The building sizes range from approximately 93,500 to 282,500 sf and would be divisible down to approximately 27,200 sf. The proposed creative industrial buildings would provide large expansive spaces that could accommodate different types of businesses and operations, which would allow for flexibility in the types of tenants that could use the creative industrial buildings. Similar to the creative office buildings and retail center components, the creative industrial buildings would also be designed to incorporate aspects of the aviation history of the project site with a modern, clean architecturally style. Two story lanterns of glass would accentuate the office corners of the facility creating a play of solid and void in the massing of the 40-foot-tall facilities. Clearstories of glazing would be installed high on the concrete tilt up panels between the transparent corners providing natural light deep into the building footprint. Metal panel elements would be used as accents in a similar way the creative office buildings and multi-colored paint compositions would be used to break down the scale of the concrete tilt up walls. The office areas would also have an operable garage door that would open to a private patio. Setbacks with landscaping along Hollywood Way and Tulare Avenue would provide a consistent visual theme for Avion Burbank with setbacks ranging from 14’ to 40’. The surrounding landscaping would consist of varied landscaped tree species and shrubs that are consistent with the remainder of the mixed-use campus. The creative industrial buildings would be approximately40 feet tall to the top of the parapet and would include large truck dock yards to allow for interior maneuverability within the truck courts.

Landscaping

The landscape concept for the proposed project incorporates aspects from the surrounding natural landscape of foothills, canyons and valley floor as well as aviation references from the adjacent airport and former uses of the project site. Enhanced paving and plant containers would define exterior spaces for dining and outdoor seating around the retail center. The creative office buildings include perimeter paths leading to a central common area. The central common area would be at a lower grade than the surrounding areas representing the steppes down to the valley floor. The plant species and hardscape materials used would reflect these different landscape characteristics. The ‘foothills’ areas would include shaded conversation areas, private patios, and communal tables with landscape consisting of large shade trees and ornamental grasses. The ‘canyon’ areas would feature broad steps that could double as casual seating, decomposed granite floor, sedimentary walls, boulders and Sycamore trees. The ‘valley floor’ areas would have an open feel with oak trees and a double sided fire place, chess board and an open lawn. The main

access to the project would be located at the southwest corner of Tulare Avenue and Hollywood Way and would feature an art element and mounted signage.

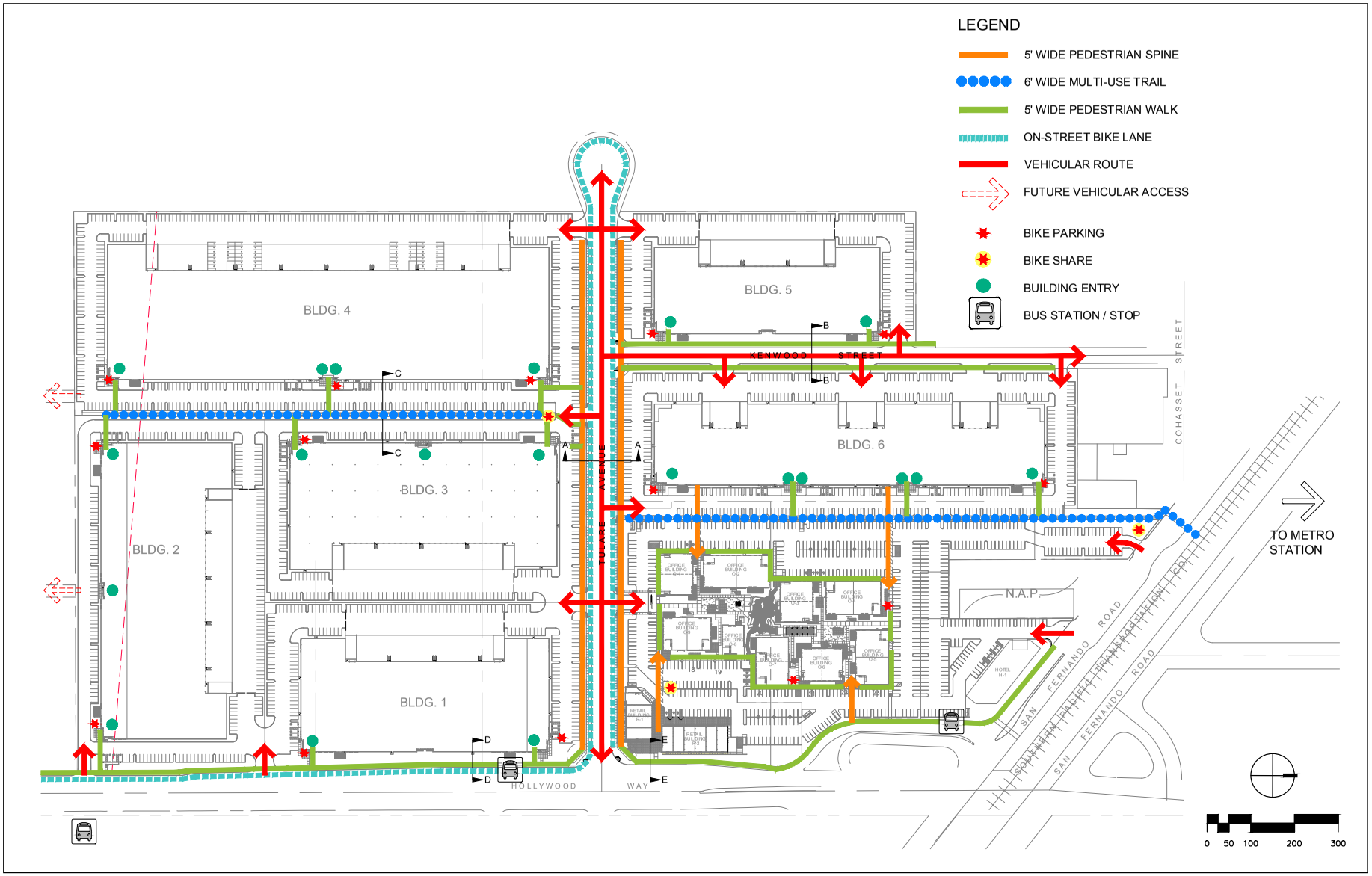
The conceptual landscape plant palette consists of drought tolerant, native and adaptive materials. Plants would be grouped according to their water requirements into distinct hydrozones. The landscape design would focus on sustainability with an emphasis on drought tolerant, long lived plant material. Eighty percent or greater of the plants would have either a low or very low water requirement based upon the current Water Use Classification of Landscaped Species list and would be required to conform to current State Maximum Water Efficiency Landscape Ordinance requirements. The project would plant approximately 919 trees within the parking lot, which would provide shading for over 50 percent of the parking areas within 15 years.

Access and Circulation

Figure 4 shows the proposed circulation network for the project. The circulation plan for the proposed project includes fifteen access points along the surrounding roadways, where the main access point would be located at the southwest corner of Tulare Avenue and Hollywood Way. The circulation plan proposed for the project includes the construction and extension of Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would be extended to Cohasset Street and Tulare Avenue would be extended to Hollywood Way. Hollywood Way would be widened to allow for the construction of deceleration/acceleration lanes. The project would provide two bus stops, one each along North Hollywood Way and San Fernando Road.

Internal circulation would be provided via Kenwood Avenue and Tulare Avenue. A temporary easement for a cul-de-sac for fire access at the end of Tulare Avenue would need to be obtained from the Burbank Airport Authority.

If the Burbank Bob Hope Airport replacement terminal is approved and built, Tulare Avenue would connect to the future airport loop road and terminal (OMP 2016). Interior circulation also includes access and connection to the Antelope Valley metro link station at the north property line via a walkway and bike path. A ten-foot wide multi-use trail would be provided between creative industrial buildings 2, 3 and 4 and between creative industrial building 6 and the creative office campus extending to San Fernando Road (refer to Figure 4). The multi-use trail will also have outdoor seating adjacent to the trail. The project will have campus WIFI. On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project will also have four bike share stations to promote project mobility. Further, the project site would be designed to allow for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle & tractor trailer travel throughout the project site.



SOURCE: Avion Burbank

Avion Burbank Project . 160935

Figure 4

Proposed Circulation Network

Parking

Parking for the proposed project would be provided in surface parking lots, located adjacent to the proposed creative industrial, creative office, retail and hotel buildings. A shared parking demand analysis was conducted for the creative office, retail center and hotel portions of the project. Shared parking is defined as a parking space that can be used to serve two or more individual land uses without conflict or encroachment. Shared parking works based upon variations in the peak demand for each use and the relationship among land use activities that are complimentary. Based upon a total of 1,014,887 sf of creative industrial, 142,250 sf of creative office, 15,475 sf t of retail and 101,230 sf of hotel floor area, 1,884 parking spaces are required. The project would provide 2,390 parking spaces, which exceeds the City's parking requirements. In addition, as an added public benefit, the project would provide 40 parking stalls to the dedicated use of the future Antelope Valley Metro Link stop.

Project Construction

The proposed project would be constructed within one phase beginning early 2018 and is anticipated to be completed by the end of 2018. All construction activities would occur during daytime hours, specifically 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. through 5:00 p.m. Saturday.

Construction would require the removal of existing impervious surfaces, which will be recycled and left onsite such as the surface parking lots, and require some of the existing subsurface facilities to be abandoned and capped at the property line. Additionally, existing onsite substructures that are to remain would be identified and avoided during grading and construction activities, especially the City's sewer main within the northern portion of the site. Construction activities associated with the off-site improvements to Hollywood Way, existing Kenwood Street, Cohasset Street, San Fernando Road, and the exit to Hollywood Way would include grinding and overlay while new streets would be constructed for the extension of Tulare Avenue and Kenwood Street.

Grading and earthwork would be required, and it is anticipated that soil would be balanced onsite. A small batch plant could be installed onsite to eliminate the need for mixed concrete to be transported via trucks from offsite bath plants during construction. Balancing soil on site and using a small batch plant onsite reduces the number of construction trucks.

Required Approvals

Actions and approvals required from the City in association with the proposed project include:

- Approval of a General Plan Amendment to amend the land use designation from Airport for the 18-acre portion of the project site to Golden State Commercial/Industrial land use designation;
- Approval of a Planned Development zoning to amend the zone from M-2 and AP to "Planned Development" (PD);

- Approval of a Development Agreement between the City and the Applicant;
- Approval of a Development Review for the warehouse, office, and retail/restaurant buildings;
- Approval of a Tentative Tract Map; and
- Approval of associated building and engineering permits.

Burbank Municipal Code Section 10-1-19121 specifies that approval of a Planned Development shall cause the Zone Map to be changed to reflect the PD designation; therefore, the current M-2 and AP zone designations would be changed to Planned Development (PD) after approval by the City Council. In addition, the allowable permitted uses and the various development standards shall be as specified in the Planned Development and Development Agreement.

Actions and approvals that may be required from other agencies for the proposed project include:

- State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) and Storm Water Pollution Prevention Plan (SWPPP)
- Recommendation from the Los Angeles County Airport Land Use Commission
- Los Angles Regional Water Quality Control Board (LARWQCB) – NPDES and SWPPP
- Burbank Airport Authority – temporary easement and consistency with the LAUP

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS — Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact to a scenic vista would occur if the proposed project introduced an incompatible use that would obstruct, interrupt, or diminish a valued focal and/or panoramic view. The *Burbank 2035* General Plan (General Plan) Open Space and Conservation Element defines scenic vistas as viewpoints that provide expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas within Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Downslope views from hillside development in the Verdugo Mountains toward the City and the Santa Monica Mountains beyond are also considered a valued resource (City of Burbank 2013). According to the General Plan, the project site is not located within an area identified as having a scenic vista (City of Burbank 2013). Additionally, the project site is flat, and does not have views of the Verdugo Mountains to the east. Further, any potential views of the mountains are blocked by intervening existing development. Similarly, the Santa Monica Mountains are located too far southwest of the project site, with too much intervening development to have direct visual appeal to the project site. Moreover, the tallest building proposed for the project, is a six-story hotel, would be a maximum of approximately 69 feet and would not substantially obscure these designated scenic vistas. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant. This issue will not be further discussed within the Draft EIR.

b) **No Impact.** There are no officially designated State scenic highways within proximity to the project site. The nearest eligible State Scenic Highway is Interstate 210, located approximately 3.5 miles east/northeast of the project site (Caltrans 2017). No rock

outcroppings or historic buildings eligible for national or state designation are located on or near the project site. Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway and no impact would occur. This issue will not be further discussed within the Draft EIR.

c) **Less than Significant Impact.** Implementation of the proposed project would develop the site, currently consisting of paved asphalt surfaces and vacant unpaved areas with a mixed-use campus, consisting of six creative industrial buildings, nine creative office buildings, two retail buildings, and a hotel. Although the project would adhere to the City's design guidelines, it is recommended that this issue be further analyzed in the Draft EIR to describe the proposed architectural themes of the project and analyze how implementation of the project would visually change the project site. Additionally, the Draft EIR will evaluate the project's continuity with the surrounding land uses.

d) **Less than Significant Impact.** The project site is currently partially developed with asphalt surface parking lots and unpaved areas left after demolition of the former industrial/research campuses. Development of the project would introduce new sources of light and glare on the project site with interior and exterior lighting and reflective building materials, such as glass or reflective metal. The project would be required to comply with the City's Lighting Standards (Section 10-1-2713.5), which would reduce the offsite effects of light spillover onto the adjacent properties (City of Burbank 2016). However, due to the project's proximity to the Burbank Bob Hope Airport runways, it is recommended that the project's sources of light and glare be further evaluated. Therefore, this issue will be analyzed in the Draft EIR.

References

California Department of Transportation (Caltrans). 2017. California Scenic Highway Mapping System – Los Angeles County. Accessed February 21, 2017. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed March 1, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=2686

Agricultural and Forest Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a) **No Impact.** The City contains no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant the Farmland Mapping and Monitoring Program (California Department of Conservation 2014). Further, the project site is partially paved with asphalt and partially unpaved, but contains no existing agricultural resources. Surrounding land uses consist of storage/industrial, airport, and vacant land. As there is no farmland present on-site, within the immediate vicinity of the project site, or in the City, implementation of the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impact would occur and impacts related to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will not be further evaluated within the Draft EIR.

b) **No Impact.** The City of Burbank does not have any agriculture-oriented zoning designations and contains no Williamson Act Contract land. The project site is currently zoned as General Industrial (M-2) and Airport (AP) under the City of Burbank zone map. Parcels designated as M-2 are intended for development of manufacturing process, fabrication, and assembly of goods and materials while parcels designated as AP are

intended for the protection of the airport from uses that might restrict or inhibit its principal function as an air terminal facility (City of Burbank 2016). No portion of the project site or the surrounding land uses are zoned for agriculture and no nearby lands are enrolled under a Williamson Act contract (California Department of Conservation 2014). Therefore, there would be no impact related to agricultural zoning or Williamson Act contracts and will not be further evaluated within the Draft EIR.

c) **No Impact.** The project site is zoned M-2 and AP, which does not support forest or timberland resources. No forestland or timberland zoning is present on the project site, in the surrounding area, or anywhere in the City. Therefore, the proposed project would not conflict with existing zoning for forestland or timberland. No impact would occur and this issue will not be further evaluated within the Draft EIR.

d) **No Impact.** There is no forestland existing on the project site or in the surrounding area. Thus, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. No impact would occur and this issue will not be further evaluated within the Draft EIR.

e) **No Impact.** As there are no agricultural uses or related operations on or in proximity to the project site, or anywhere within the City, the proposed project would not involve the conversion of farmland to other uses, either directly or indirectly. No impacts involving the conversion of farmland to non-agricultural use would occur and this issue will not be further evaluated within the Draft EIR.

References

California Department of Conservation. 2014. Farmland Mapping and Monitoring Program. Accessed February 22, 2017. Available at: http://www.conservation.ca.gov/dlrp/fmmp

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Zoning Code. December 20. Accessed February 22, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD), together with the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted December 7, 2012 and outlines the air pollution control measures needed to meet Federal particulate matter ($PM_{2.5}$) standards by 2015 and ozone (O_3) standards by 2024. The 2016 AQMP, adopted by SCAQMD is currently under State review and will contain measures to meet 24-hour $PM_{2.5}$ standards by 2019, annual $PM_{2.5}$ standards by 2025, and 1-hour ozone (O_3) standards by 2022. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs.

The General Plan designates the project site as Golden State Commercial/Industrial and Airport. The proposed project would include a General Plan Amendment to amend the land use designation from Airport for the 18-acre portion of the project site to Golden State Commercial/Industrial land use designation. A maximum FAR of 1.25 and 27 units per acre under discretionary approval has been established for the Golden State Commercial/Industrial land use designation. The Draft EIR will provide a more in depth consistency analysis related to the City's General Plan and applicable air quality plans and will describe potential effects associated with any inconsistencies.

b) **Potentially Significant Impact.** The Draft EIR will identify applicable air quality standards and the federal and state attainment status for pollutants within the SCAB. The Draft EIR will also include an analysis of the estimated emissions associated with construction and operation of the proposed project, and will determine if, due to these emissions, the project would violate any air quality standards or contribute to an existing violation.

c) **Potentially Significant Impact.** The Draft EIR will identify applicable air quality standards and the federal and state attainment status for pollutants within the SCAB. The Draft EIR will also include an analysis of the estimated emissions associated with construction and operation of the proposed project, and will also include an analysis of cumulative impacts associated with emissions of criteria pollutants.

d) **Potentially Significant Impact.** Several schools and residences are located within one mile of the project site. The nearest school is Sonrise Christian Academy, located approximately 0.5-mile north of the project site at 7759 Arcola Avenue. Construction-related activities would result in diesel exhaust emissions and dust that could adversely affect air quality for the nearest sensitive receptors. Tenants may operate stationary sources of air pollutants, including, potentially, TACs, and diesel powered trucks would service the industrial and commercial tenants. Thus, a refined Health Risk Assessment (HRA) will be performed to quantify the potential chronic and acute health risks from construction and operation of the project. Mitigation measures for diesel equipment and dust control that are recommended by SCAQMD will be evaluated as part of the Draft EIR to avoid or reduce the impacts to construction workers and occupants of nearby residents, if necessary.

e) **Potentially Significant Impact**. During construction, exhaust from diesel construction equipment has the potential to cause objectionable odors in the vicinity of the project site. Although objectionable odors rarely cause any physical harm, they can be unpleasant and lead to citizen complaints. The proposed project would utilize typical construction techniques and equipment; any odors would be temporary in nature and confined to the project site, where passing receptors would experience odors temporarily. According to the CARB CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project includes creative office buildings, retail uses, a hotel, and creative industrial buildings. However, the type of industrial uses allowed onsite would not include those mentioned above as generating substantial odors as the project also includes retail and hotel uses, where customers and guests would be significantly affected. Nevertheless, the Draft EIR will further describe the potential effects related to odors associated with implementation of the proposed project and recommend mitigation measures to reduce any impacts to a less than significant level.

References

California Air Resources Board. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April. Accessed February 27, 2017, available at http://www.arb.ca.gov/ch/handbook.pdf

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

South Coast Air Quality Management District. 2016. 2016 Air Quality Management Plan. Accessed February 27, 2017, available http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-draft-2016-aqmp

Biological Resources

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

Discussion

a) **No Impact.** The project site is located in a developed area and is partially paved with asphalt and partially unpaved. The only biological resources present onsite is sparse ornamental landscaping. The project site does not contain habitat, which would support special status or wildlife species, as it has been heavily disturbed, developed and partially demolished. Due to high levels of human activity and density of development in the region, there is no potential for candidate, sensitive or special-status plants or animal species to occur on the project site. Implementation of the proposed project would not result in a substantial adverse effect, directly or indirectly, or through habitat modifications, on any sensitive species. Thus, no impacts would occur and this issue will not be further evaluated within the Draft EIR.

b) **No Impact.** As discussed above, the project site is located in an area that is entirely developed. No riparian habitat or designated sensitive natural communities exist on the project site or in the surrounding area. Vegetation adjacent to the project site, including within the airport parking lot, consist of ornamental landscaping. Due to the lack trees on the project site and nearby area, the site does not contain a native or natural community.

Therefore, the proposed project would have no impact to riparian habitat or sensitive natural communities and this issue will not be further evaluated within the Draft EIR.

c) **No Impact.** Drainage courses with definable bed and bank and their adjacent wetlands are considered "waters of the United States" and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act. Jurisdictional wetlands, as defined by the USACE are lands that, during normal conditions, possess hydric soils, are dominated by wetland vegetation, and are inundated with water for a portion of the growing season.

The project site is partially paved with asphalt and partially unpaved, left from prior demolition activities. The project site does not include any discernable drainage courses, inundated areas, wetland vegetation, or hydric soils, and thus does not include USACE jurisdictional drainages or wetlands. Therefore, the proposed project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act and this issue will not be discussed further within the Draft EIR.

d) **No Impact.** The project site is currently partially paved and partially undeveloped land remaining from prior demolition activities and is located within a highly developed portion of the City. The project site is predominately covered with impervious surfaces, and does not contain any quality biological habitat. There are no mature trees located on site that could provide suitable nesting substrate for migratory songbirds and raptors protected by the Migratory Bird Treaty Act (MBTA). Thus, the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or established migratory wildlife corridor. Therefore, no impacts would occur in this regard and this issue will not be further evaluated in the Draft EIR.

e) **No Impact.** Section 7-4-115 of the City of Burbank Municipal Code states that the no ground disturbing activities, including the excavation of any ditches, tunnels, trenches, or the installation of pavement, shall occur within ten feet from any public tree without prior notification to the City Director. There is minimal ornamental landscaping adjacent to the project site but no biological resources, including trees, within the project site. The proposed project would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. No impact would occur and this issue will not be further evaluated within the Draft EIR.

f) **No Impact.** The City of Burbank does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan. There are no approved local, regional, or state habitat conservation plans. Therefore, the project would have no impact to an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed February 27, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The project site is partially developed and paved, and partially unpaved. Based on a desktop survey of the project site, there are no historic structures located on the project site. However, there is the potential to discover historical resources during ground disturbing activities. A Cultural Resources Assessment, including a records search, will be prepared as part of the Draft EIR, which will identify any historical resources within the project site and surrounding area. The Draft EIR will also evaluate the potential for implementation of the project to substantially change the significance of an identified historical resource and will include mitigation measures to reduce impacts to historical resources, if necessary.

b) **Potentially Significant Impact.** While the project site is highly disturbed due to prior development, demolition, and redevelopment, ground disturbing activities associated with construction of the project could result in the inadvertent discovery of unknown archaeological resources. A Cultural Resources Assessment, including a records search, will be prepared as part of the Draft EIR. The Draft EIR will identify any known archaeological resources within the project site or within the surrounding area as well as evaluate potential impacts to these resources from development of the project, if any. If significant impacts to archeological resources are identified, the Draft EIR will include mitigation measures to reduce these impacts to the lowest extent feasible.

c) **Potentially Significant Impact.** According to the Geotechnical Engineering Investigation conducted at the project site, soils which underlain the project site include fill and undisturbed alluvium soils (NorCal Engineering 2016). As stated in the EIR for the Burbank Bob Hope Airport Replacement Terminal project on the property adjacent to the project site, several fossil localities have been identified nearby from older Quaternary alluvium deposits and have been recorded within several miles from the project site (RS&H 2016). These fossil localities have been recovered from depths between 14 feet and 170 feet below the surface (RS&H 2016). Ground disturbing activities, such as excavation or trenching, during construction of the project could have

the potential to encounter the undisturbed alluvium soils, which have the potential to contain unknown paleontological resources. The Draft EIR will describe in greater detail the paleontological setting of the project area as well as evaluate the potential for impacts to paleontological resources associated with construction of the project. Further, if necessary, mitigation measures will be developed to reduce impacts to a level of less than significant

d) **Potentially Significant Impact.** There is no indication that any portion of the project site has been used for human burial purposes in the recent or distant past. Therefore, it is unlikely that human remains would be encountered during construction of the proposed project. However, in the event that human remains are inadvertently discovered during project construction activities, the human remains could be inadvertently damaged, which could be a significant impact. The Draft EIR will evaluate the potential to disturb human remains and, if necessary, will develop mitigation measures to reduce impacts to a less than significant level.

References

NorCal Engineering. 2016. Geotechnical Engineering Investigation. February 29.

RS&H, Inc. 2016. Final Environmental Impact Report for a Replacement Airline Passenger Terminal at the Burbank Bob Hope Airport. June. Accessed February 27, 2017. Available at: http://burreplacementterminal.com/eir-documents/

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY and Soils — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion

a.i) **Less than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act requires the State of California to map areas of high risk for surface fault rupture. This law prohibits locating structures designed for human occupancy on top of the surface traces of active faults, thereby reducing the loss of life and property from an earthquake. Southern California, including the project site, is subject to the effects of seismic activity due to active faults that traverse the region. Act. According to the Geotechnical Engineering Investigation prepared for the proposed project, the nearest active fault is the Verdugo fault, located approximately 1.25 miles to the east (NorCal Engineering 2016). The project site is not located within a Alquist-Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered very low (NorCal Engineering 2016). Additionally, according to the Safety Element of the General Plan, there are no Alquist-Priolo Earthquake Fault Zones designated within Burbank (City of Burbank 2013). The closest Alquist-Priolo Earthquake Fault Zone to the project site is the Sierra Madre Fault Zone, located approximately five miles to the northeast. Therefore,

impacts related to ground rupture would be less than significant and this issue will not be further evaluated within the Draft EIR.

a.ii) **Less than Significant Impact.** Ground shaking is motion that occurs as a result of energy released during an earthquake and has the ability to damage or destroy important city infrastructure. In addition to the Verdugo Fault, several other active faults have the potential to cause ground shaking that would affect Burbank. The Safety Element of the General Plan identifies the following additional zones of potential ground shaking:

- The San Fernando Fault (northwest of Burbank);
- Sierra Madre Fault (at the base of the San Gabriel Mountains east of Burbank);
- Newport-Inglewood Fault (12.5 miles south of Burbank); and
- Raymond Fault (six miles southeast of Burbank).

Although these faults would not cause a surface rupture in Burbank, a seismic event on any of the above faults could cause ground shaking at the project site and region that could cause damage in structures, especially older structures built to older standards (City of Burbank 2013). However, the proposed project would be designed and constructed in conformance with all applicable design standards, including in accordance with the City's General Plan Safety Element and Building Code, the County's seismic safety standards, and the California Building Code (CBC). Further, the proposed project would be required to implement all of the geotechnical recommendations identified in the Geotechnical Engineering Investigation, and compliance with these requirements would be implemented during the City's plan check process prior to the issuance of a building permit. With conformance to the CBC, the project would be feasible from a geotechnical standpoint in regards to strong ground shaking. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated. Therefore, this issue will be analyzed further in the Draft EIR.

a.iii) **Less than Significant Impact.** Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained primarily sandy soil. While the site is expected to experience ground-shaking and earthquake activity typical of the Southern California region, the site is not located in an area mapped by the State of California Seismic Hazards Mapping Act as potentially susceptible to liquefaction (NorCal Engineering 2016). The project would be designed to be compliant with the latest CBC to minimize effects from seismic activity, including liquefaction. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated within the Draft EIR.

a.iv) **No Impact.** Landslide hazards are related to both slope and seismic activity. A landslide is the downhill movement of masses of earth material under the force of gravity. Factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to

earthquake faults. Within the city, hazards from landslides are limited to properties located at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon drive. The project site and surrounding area are developed and relatively flat, making the possibility for landslides very low. Therefore, development of the proposed project would not result in significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides. This issue will not be further evaluated within the Draft EIR.

b) **Less than Significant Impact.** Project construction would include grading and earthmoving activities at the site that could expose site soils to erosion from heavy winds, rainfall, or runoff. The proposed project would be required to comply with the National Pollution Discharge Elimination System (NPDES) Construction General Permit, which would require the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize or eliminate sediment and soils discharged from the project site. The Draft EIR will describe in greater detail the geologic conditions of the project site and the design measures and best management practices that the project will implement to reduce impacts related to soil erosion or loss of topsoil to a less than significant level.

c) **Less than Significant Impact.** As stated above, the project site is located within a developed area of the City and has a relatively flat topography. Soils that underlain the project site consist of fill and undisturbed alluvium and no groundwater was encountered under the project site (NorCal Engineering 2016). Due to the types of soils that underlain the project site, the risk for liquefaction, on- and off-site landslides, subsidence, or collapse to occur is low (NorCal Engineering 2016). Further, the proposed project would be designed to be compliant with the CBC as well as the City's General Plan Safety Element and Building Code, and the County's seismic safety standards to minimize the effects of seismic activity. Nonetheless, it is recommended that the project site's soil characteristics and project design be further evaluated within the Draft EIR.

d) **Less than Significant Impact.** According to the Geotechnical Engineering Investigation prepared for the project, the soils underlain the project site are considered to have very low potential for expansion (NorCal Engineering 2016). Further, the project would be designed in accordance with the Expansive Soil Guidelines provided in the Geotechnical Engineering Investigation, if expansive soils are encountered during earthmoving activities during project construction (NorCal Engineering 2016). Nevertheless, the Draft EIR will further describe the potential effects related to expansive soils associated with implementation of the proposed project.

e) **No Impact.** The proposed project would connect to the existing sewer mains within Kenwood Street and Hollywood Way and would not require the use of septic system. The existing sewer mains within Kenwood Street and Hollywood Way have adequate capacity to fully support the proposed project. Therefore, no impact related to septic tanks or alternative waste systems would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

NorCal Engineering. 2016. Geotechnical Engineering Investigation. February 29.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** Greenhouse gas (GHG) emissions from human activity are implicated in global climate change or global warming. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), NO_X, ozone, water vapor, and fluorinated gases (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride). The Draft EIR will identify the GHG emissions associated with construction and operation of the proposed project and the potential impact on the environment from GHG emissions.

b) **Potentially Significant Impact.** In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020, and are further reduced by 2050 to 80 percent below 1990 levels. In accordance with State law, the City of Burbank has adopted a Greenhouse Gas reduction plan (GGRP) to implement the GHG policies found in the *Burbank 2035 General Plan*. The GGRP provides a current GHG inventory for Burbank, emission reduction measures, and actions that implement the policies of the *Burbank 2035 General Plan* Air Quality and Climate Change Element. The GGRP was adopted by the City along with *Burbank 2035 General Plan* to address GHG emissions at a programmatic level.

The Draft EIR for the proposed project will identify the applicable plans, policies, and regulations adopted for the reduction of GHG emissions and determine whether or not the proposed Avion Burbank project will conflict with AB32, the GGRP, and other regulations adopted for the purpose of reducing GHG emissions.

Hazards and Hazardous Materials

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

Discussion

a) **Potentially Significant Impact.** A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Construction activities would require the use of certain hazardous materials such as fuels, oils, solvents, and glues. Inadvertent release of large quantities of these materials into the environment could adversely impact soil, surface waters, or groundwater quality, which could result in potentially significant impacts related to hazardous materials. The proposed project's construction activities would include demolition of existing impervious surfaces, grading/excavation, and construction of the various buildings and project components. Various soil gas investigations, soil sampling, and soil remediation have been completed to address the areas of concern (AOCs) identified for the project site (Ardent 2016a). Based on the results of these investigations and remedial efforts, the LARWQCB issued a number of No Further Action (NFA)

letters for particular areas of the project site, indicating a low potential for the residual contaminants to continue to contribute to the regional groundwater issue. However, as described above, because other off-site AOCs still need further evaluation, the LARWQCB has not issued a NFA letter for the project site related to groundwater. This case is considered open with the LARWQCB (Ardent 2016a). Therefore, due to the historical industrial land uses of the project site, ground-disturbing activities could result in the exposure of hazardous materials/chemicals within the soil to construction workers and the public. The Draft EIR will provide a more in depth analysis of the potential effects associated with the transport, use, or disposal of hazardous materials, including contaminated soils and/or hazardous materials which could be present under the site, during construction of the proposed project.

Operation of the project would include storage and use of hazardous materials for the hotel, industrial, and retail uses, which include but are not limited to chemicals and hazardous materials typical of industrial uses, cleaning and degreasing solvents, fertilizers, pesticides, herbicides, and degreasers, paints, cooking oils, chlorinated products, paints, and other materials used for property maintenance. These products would be used and stored in limited quantities and normal use of these products would not result in the production of large amounts of hazardous waste. Compliance with the existing safety standards related to handling, use, and storage of hazardous materials, and compliance with applicable federal, state, and local laws and regulations would be required. Nevertheless, the Draft EIR will further describe the potential effects related to the transport, use, or disposal of hazardous materials during operation of the proposed project.

b/d) **Potentially Significant Impact.** As discussed above, the project site was previously used for agricultural purposes from at least 1928 through the late 1930's and then was developed as part of a larger property owned by Lockheed Martin Corporation (Lockheed), known as the Lockheed Plant B6, from at least 1944 through the 1990's (Ardent 2016b). A portion of the project site encompasses approximately 60 acres of the former 130 acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes (Ardent 2016). All of the buildings associated with the Lockheed Plant B6 were razed from 1997 through 2001, leaving the project site as vacant land, with the exception of a small portion of the northern property that is currently being used as commercial long-term storage of automobiles and storage pods (Ardent 2016a). In addition to the Lockheed Plant B6, PAC operated the Jet Engine Test Cell Facility on a portion of the project site. The Jet Engine Test Cell Facility property encompasses 0.69-acres and was used to test aircraft engines, aircraft engine maintenance and repair, jet engine overhaul for commercial and military aircraft, reworking and retooling of worn engine parts, and jet engine testing from 1947 through 1996 (Ardent 2015). All of the PAC buildings were demolished in 2013.

The project site has undergone numerous environmental investigations and remediation under the direction and oversight of the LARWQCB and the US EPA (Ardent 2016a). The project site is located within the San Fernando Valley Groundwater Basin,

specifically within the Burbank Operable Unit (Ardent 2016a). Based on numerous groundwater investigations on the project site, Lockheed has been identified as one of the many potentially responsible parties (PRPs) for contributing to the groundwater issues at the site (Ardent 2016a).

In 1992, a Cleanup and Abatement Order was issued to three responsible parties that formerly owned and/or operated businesses at the PAC Facility, including the Jet Engine Test Cell Facility, which included Lockheed, American Real Estate Holding Limit Partnership, and PAC. Since the Main Facility was used as an aircraft parts fabrication operation including the storage and use of chlorinated solvents in degreasers, machining, and plating operations, most of the contaminated materials associated with the Cleanup and Abatement Order has been discovered at the Main Facility; soil remediation and groundwater monitoring are currently being completed at this property across the street. However, since the project site and the adjacent property, which supported the main PAC facility, were used for the same type of industrial uses, the project site is also undergoing soil and groundwater investigations (Ardent 2015).

Since the early-1990s, the project site has been investigated by the LARWQCB under its Well Investigation Program (WIP) as part of the San Fernando Valley Groundwater Basin Superfund Site. Over the years, a number of investigations have been completed including the collection and analyses of soil, soil gas, and groundwater samples. Remediation work has been completed under the direction and oversight of the RWQCB and US EPA (Ardent 2016a). Due to the on-going soil remediation and groundwater monitoring associated with this property, regulatory closure for soil and/or groundwater has not been obtained for the site (Ardent 2015). Due to the extensive previous industrial operations at the project site, there is the potential for the release of hazardous material or exposure of the public to hazardous materials.

The Draft EIR will provide an in depth background characterization of the project site as well as the relationship of the present soil and groundwater contamination between the project site and the adjacent airport site (main PAC facility site). Due to the potential of contaminated soils present on the site, a Soil Management Plan will be prepared for the proposed project to ensure the safety of construction workers, employees, and users of Avion Burbank during construction and operation of the proposed project. The Draft EIR will analyze the potential for the release of hazardous materials and the risk of exposing persons to any hazardous materials which may be present onsite. The Draft EIR will identify any potentially significant impacts associate with the proposed project and recommend mitigation measures, as necessary.

c) **Less than Significant Impact.** There are no schools located within one-quarter mile of the project site and the closest school is Providencia Elementary School, located approximately one mile southeast of the project site. Further, the surrounding area is designated as Golden State Commercial/Industrial uses, which does not support school uses. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing

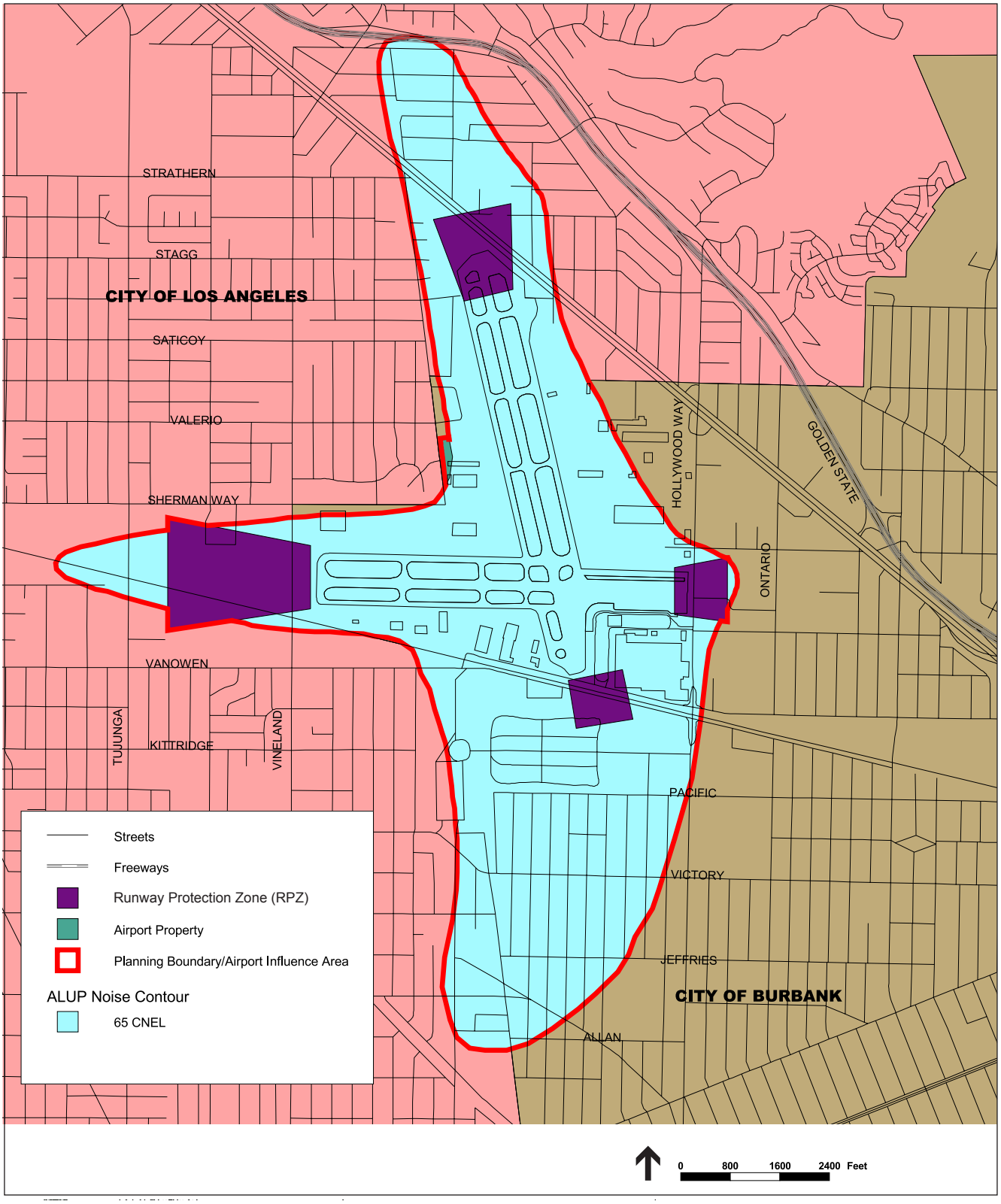
or proposed school. Impacts would be less than significant and this issue will not be further evaluated within the Draft EIR.

e) **Potentially Significant Impact.** As shown in **Figure 5**, the project site is partially located within the planning boundary/airport influence area for the Bob Hope Airport (LACALUC 2013). However, the project site is not located within any of the designated Runway Protection Zones (RPZs) for the airport. Although project development is not anticipated to not subject workers, clients, or visitors of the proposed project to substantial hazards related to aircraft operating to or from the Bob Hope Airport, the Draft EIR will provide a consistency analysis between the proposed project and the Los Angeles County Airport Land Use Compatibility (ALUC) Plan. The Draft EIR will analyze the operation of the Bob Hope Airport adjacent to the project site to ensure safety hazards at the project site would not occur. The EIR will also include an analysis of the project's consistency with FAA requirements for building height.

f) **No Impact.** There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to a safety hazard related to operation of a private airstrip. No impact would occur. This issue will not be further evaluated within the Draft EIR.

g) **Less than Significant Impact**. The proposed circulation system for the proposed project would include 15 access points and two new roadways would be constructed and extended onsite. All access points and roadways would be designed to provide adequate emergency access to emergency response vehicles. According to the City's General Plan, the designated emergency evacuation primary roadways are Glenoaks Boulevard, San Fernando Boulevard, Burbank Boulevard, and Victory Boulevard (City of Burbank 2013). The northern portion of the project site is located adjacent to San Fernando Boulevard, where increased traffic volumes during construction and operation of the project could affect emergency access routes. Therefore, the Draft EIR will further evaluate potential impacts to the City's emergency evacuation routes as a result of development of the project.

h) **Less than Significant Impact.** According to the Fire Zones Map within the City's General Plan, the project site is not located within a designated mountain fire zone (City of Burbank 2013). The potential for the project site to be affected by a wildland fire is very low. However, the City's General Plan states that urban fires are a threat within the City, where some land uses are more susceptible than others to property damage and/or loss. Located adjacent to the project site, the Burbank Bob Hope Airport is identified as a property that is more susceptible to urban fires. However, the Burbank Bob Hope Airport has its own fire department that responds to fire incidents within the airport property, which would minimize the risk of urban fire events spreading onto the project site. Therefore, impacts related to wildland fires and urban fires would be less than significant and this issue will not be further evaluated within the Draft EIR.



SOURCE: Los Angeles County, 2003

Avion Burbank Project . 160935

Figure 5

Bob Hope Airport Influence Area

References

Ardent Environmental Group, Inc. (Ardent). 2015. Phase I Environmental Site Assessment and Document Review for 3003 North Hollywood Way, Burbank, CA. June 17, 2015.

———. 2016a. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

———. 2016b. Phase I Environmental Site Assessment for Parking Lot at 3120 and 3130 Kenwood Street. February 24, 2016.

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Hydrology and Water Quality

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

Discussion

a/f) **Potentially Significant Impact.** This project is located in the Regional Water Quality Control Board–Los Angeles District jurisdiction (LARWQCB). Groundwater investigation have been ongoing at the project site by Lockheed since 1986, which have assessed the extent of VOC-impacted groundwater and emergent chemicals, including hexavalent chromium (Ardent 2016a). Laboratory results have indicated elevated concentrations of VOCs and hexavalent chromium in groundwater beneath the site. Work has been completed in general accordance with LARWQCB Cleanup and Abatement Order No. 87-161 dated December 1987 (Ardent 2016a). Groundwater has been measured at the site at depths of approximately 220 feet below ground surface (Ardent 2016)

The project site is located within an urban area of the city and is partially paved with asphalt and partially unpaved. . Construction of the proposed project would include earthmoving activities, such as grading, excavation, and trenching, as well as would include the extension of roadways. The Draft EIR will provide an in depth analysis of the potential for pollutants to be discharged from construction and operation of the project and will recommend mitigation measures, if necessary, to reduce these impacts to water quality to the lowest extent feasible.

b) **Potentially Significant Impact.** According to the City's *Urban Water Management Plan* (UWMP), the City of Burbank extracts its groundwater from the San Fernando Basin (SFB). The SFB underlies the City, including the project site. The City relies heavily on groundwater sources for its water supply. The project site is partially paved with asphalt and partially unpaved, where implementation of the proposed project would increase the amount of impervious surface on the site, which could affect groundwater infiltration. . The Draft EIR will describe in greater detail the sources of the City's water supply, including groundwater, and will analyze whether the proposed project would result in the depletion of existing groundwater levels during construction and/or operation.

c/d/e) **Potentially Significant Impact.** As stated above, the project site is located within an urban area of the City and is partially paved with asphalt and partially unpaved (left from prior demolition activities). Existing storm drains are located within the roadways surrounding the project site. Construction of the proposed project would include earthmoving activities, such as grading, excavation, and trenching, as well as roadway extensions and improvements. The proposed project would result in the alteration of the project site's existing topography and drainage. The Draft EIR will provide an in depth analysis of the potential effects related to the alteration in the project site's drainage patterns, including the potential to increase erosion on- and off-site, increase the amount of surface runoff discharged as well as the potential to exceed the existing storm drain system. The Draft EIR will require mitigation measures, if necessary, to reduce significant impacts related to drainage to the lowest extent possible.

g) **No Impact.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06037C1328F, the project site is located within Zone X, indicating that the project site is located outside of a designated 100-year floodplain (FEMA 2008). Therefore, implementation of the proposed project would not construct new housing within a 100-year floodplain. This issue will not be further evaluated within the Draft EIR.

h) **No Impact.** As stated above, the project site is not located within a designated 100-year floodplain and as such would not construct structures which would impede or redirect flood flows (FEMA 2008). No impact would occur and this issue will not be further evaluated within the Draft EIR.

i) **No Impact.** According to the City's General Plan Safety Element, there are three reservoirs located upstream from the City, Reservoirs #1, #4, and #5 as classified by the

California Department of Water Resources (City of Burbank 2013). However, while these three reservoirs impound more than 50 acre-feet of water, they are not large enough to result in substantial risk of inundation to the city in the event of dam failure (City of Burbank 2013). For these reasons, development of the proposed project would not expose people or structures to significant risk associated with flooding associated with dam failure. This issue will not be further evaluated within the Draft EIR.

j) **No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

As stated above, there are three reservoirs, Reservoirs #1, #4, and #5, located upstream of the city (City of Burbank 2013). Due to the relatively small size of these reservoirs, seismic activity would not result in risks to the city associated with a seiche. The City is located approximately 16 miles inland from the Pacific Ocean and therefore would not be subject to tsunami impacts, which are hazards for shoreline areas. Further, the project site is relatively flat with no steep slopes adjacent to the project area, where the project site is not located downslope from an area of potential mudflow. No impacts related to seiche, tsunami, or mudflow would occur with project implementation. This issue will not be further evaluated within the Draft EIR.

References

———. 2016a. Phase I Environmental Site Assessment and Document Review for Portions of Former Lockheed Plant B6. January 5, 2016.

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 1, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 20105. 2015 Urban Water Management Plan. Approved June 14, 2016. Accessed March 1, 2017. Available at: https://www.burbankwaterandpower.com/urban-water-management-plan-update

Federal Emergency Management Agency (FEMA). 2008. Flood Insurance Rate Map No. 06037C1328F. Effective September 26, 2008. Accessed March 1, 2017. Available at: https://msc.fema.gov/portal/search?AddressQuery=3001%20North%20Hollywood%20Way#searchresultsanchor

Land Use and Land Use Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) **No Impact.** The project site is currently designated by the General Plan as Golden State Commercial/Industrial and Airport land uses. The land uses are also designated as Golden State Commercial/Industrial and Airport uses, which do not support residential uses. The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the project site designated as Airport. In addition, proposed project would also include and the construction and extension Kenwood Avenue and Tulare Avenue as public streets. Kenwood Avenue would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way, which would traverse the project site. Although the roadways extensions would divide the site, as described above there are no established communities currently on site, thus, implementation of the project would not physically divide an established community and no impact would occur. This issue will not be further evaluated within the Draft EIR.

b) **Less than Significant Impact.** The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial on the western most 18-acre portion of the project site. Additionally, the project would also include a Planned Development zoning to amend the zone from the existing M-2 and Airport to Planned Development; a Development Agreement; Development Review for the warehouse, office, and retail/restaurant buildings; and a Tentative Parcel Map to subdivide the project site into separate legal lots for future sale, lease, or financing. The proposed project will also be required to be consistent with the Airport Land Use Commission's Airport Land Use Plan. Project consistency with all applicable planning documents will be further evaluated within the Draft EIR.

c) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, no impacts would occur in this regard and this issue will not be further evaluated in the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 21, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Zoning Code. December 20. Accessed February 22, 2017. Available at: http://www.codepublishing.com/CA/Burbank/

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

a) **No Impact.** According to the City's General Plan, the project site is located atop an area classified by the State Mining and Geology Board as MRZ-2, which is a mineral classification which indicates that mineral resources may be present (City of Burbank 2013). However, the City is an urbanized environment where existing land use designations preclude mineral extraction activities as those types of activities would destroy parts of the City (City of Burbank 2013). Thus, Burbank is not considered to be a potential future source for mineral resources (City of Burbank 2013). Thus, implementation of the project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state. No impact would occur. This issue will not be further evaluated within the Draft EIR.

b) **No Impact.** As stated above, while the project site is located within a MRZ-2 mineral classification area, the City's General Plan does not consider the City to be a potential source for mineral resources (City of Burbank 2013). Historically, the project site has been used for agriculture land uses, and most recently for industrial and research purposes, and as such, has not and does not contain any mineral resource recovery sites or mining operations. Thus, implementation of the proposed project would not result in the loss of a locally-important mineral resource recovery site. No impact would occur. This issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. NOISE — Would the project result in:				
a) Exposure of persons to or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a/d) **Potentially Significant Impact.** Noise generated during construction of the proposed project would occur with varying intensities and durations during the construction phase of the project. The proposed project would be constructed within one phase beginning in early 2018 and is anticipated to be completed by the end of 2018. Therefore, it is recommended that relevant noise standards and temporary and periodic noise levels associated with project construction be further evaluated within the Draft EIR.

b) **Potentially Significant Impact.** Groundborne vibration and groundborne noise could occur during the construction phase of the proposed project and possibly during operation of the project depending on the type of industrial tenants which could occupy the site. Therefore, it is recommended that relevant vibration standards and temporary and vibration levels which could occur during construction and operation of the project be further evaluated within the Draft EIR.

c) **Potentially Significant Impact.** Operation of the proposed project would generate additional noise associated with the different types of proposed uses on the project site. While the project site is located within an urbanized environment and is located adjacent to the Bob Hope Airport, the project site does not currently support any noise-generating sources, where implementation of the proposed project could substantially increase ambient noise levels. Therefore, with permanent increases in ambient noise levels associated with operation of the proposed project will be evaluated within the Draft EIR.

e) **Potentially Significant Impact.** The project site is located adjacent to the Bob Hope Airport. According to the Airport Influence Area Map for the Bob Hope Airport, the southern/southwestern portion of the project site is located within the Airport Influence Area (AIA), as shown in Figure 5 (LACALUC 2003). The AIA defines the area where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the Airport Land Use Commission (ALUC) (LACALUC 2013). Since a portion of the project site is located within the Bob Hope AIA, implementation of the proposed project could expose people to excessive noise levels associated with the airport. Therefore, the effects of excessive airport noise will be evaluated within the Draft EIR.

f) **No Impact.** There are no private airstrips located within the city or in the vicinity of the project site. Implementation of the proposed project would not expose people to excessive noise levels related to a private airstrip. No impact would occur. This issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

———. 2016. City of Burbank Municipal Code. December 20. Accessed March 14, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=2686

Los Angeles County Airport Land Use Commission (LACALUC). 2013. Bob Hope Airport Influence Area Map. May 13. Accessed March 14, 2017. Available at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf

Population and Housing

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
13.	**POPULATION AND HOUSING — Would the project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** The proposed project does not include a residential component and thus would not directly increase the City's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would support temporary guests but would not result in a permanent increase in city's population. In addition, the project would extend, improve, and dedicate Tulare Avenue east of Hollywood Way and Kenwood Street south to the future Tulare Avenue. For these reasons, it is recommended that the Draft EIR provide a more in depth analysis of the project's potential to induce population growth indirectly through increased employment opportunities and the extension of Tulare Avenue and Kenwood Street.

b) **No Impact.** The project site is located adjacent to the City of Burbank Bob Hope Airport and is located within the designated Golden State Commercial/Industrial area of the City (City of Burbank 2013). The surrounding parcels are also designated as Golden State Commercial/Industrial land uses, where no residential uses are currently developed. Implementation of the proposed project would develop a mixed-use campus, with creative industrial, creative office, retail and hotel uses, which would be consistent with adjacent commercial and industrial uses. Construction of the project would not require the displacement or demolition of existing housing and thus would not cause additional housing to be built elsewhere within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

c) **No Impact.** As stated above, the project site does not contain existing housing units and is designated for commercial and industrial uses. Implementation of the project would not result in the displacement of a substantial number of people and thus would not cause

replacement housing to be built elsewhere within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☒	☐	☐	☐
ii) Police protection?	☒	☐	☐	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

a.i) **Potentially Significant Impact.** The proposed project would develop nine creative industrial buildings, six creative office buildings, two retail buildings, and a 166-room hotel, which would require fire protection services in case of a fire emergency. The Burbank Fire Department would provide fire protection services to the proposed project, where the closest station is Fire Station 13, located at 2713 Thornton Avenue, approximately 1.25 miles southeast of the project site (Burbank Fire Department 2017a). According to the City's General Plan, the response time standard for the Fire Department is a maximum of five minutes (City of Burbank 2013). Currently, the Fire Department is maintaining an average response time of 5:17, which is 17 seconds over the established standard (Burbank Fire Department 2017b). Implementation of the proposed project could contribute to increasing average fire response times. Additionally, development of the proposed project would increase the area and buildings which would require fire protection services within the city, which could increase the need for additional fire protection facilities. Therefore, this issue will be further evaluated within the Draft EIR.

a.ii) **Potentially Significant Impact.** The proposed project would develop nine creative industrial buildings, six creative office buildings, two retail buildings, and a 166-room hotel, which would require police protection services in case of an emergency. The Burbank Police Department would provide police protection services to the proposed project, where the station that would provide service to the project is located at 200 North Third Street, approximately 2.75 miles southeast of the project site. According to the City's General Plan, the response time standard for the Police Department is a maximum of four minutes (City of Burbank 2013). Development of the proposed project would increase the area and buildings, which would require police services within the city, which could increase the need for additional police facilities. Therefore, this issue will be further evaluated within the Draft EIR.

a.iii) **No Impact.** The proposed project does not include a residential component and, as such, would not directly increase the City's population. Development of the project would increase employment opportunities within the City, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would support temporary guests but would not result in a permanent increase in the city's population. For these reasons, the proposed project would generate new students and would not increase demand on the city's schools. No impact would occur and this issue will not be further evaluated within the Draft EIR.

a.iv) **No Impact.** According to the City's General Plan, the established parkland standard for the City is three acres per 1,000 residents or the payment of in-lieu fees for new development with residential components pursuant to the Quimby Act requirements (City of Burbank 2013). As stated above, the proposed project does not include a residential component and, as such, would not directly increase the city's population. While development of the project would increase employment opportunities within the City, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase the need for additional parkland and recreational facilities within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

a.v) **No Impact.** There are three libraries within the city, which include the Burbank Public Library (110 North Glenoaks Boulevard), Burbank Public Library – Buena Vista (300 N Buena Vista Street), and Burbank Public Library – Northwest (3323 West Victory Boulevard). As stated above, the proposed project does not include a residential component and, as such, would not directly increase the City's population. While development of the project would increase employment opportunities within the city, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in the city's population. For these reasons, the proposed project would not increase demand on the existing library facilities within the city. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

Burbank Fire Department. 2017a. Fire Stations. Accessed March 14, 2017. Available at: http://www.burbankfire.us/divisions/fire-suppression/fire-stations

Burbank Fire Department. 2017b. Personal communication with Steve Briggs, Fire Marshal. March 15, 2017.

Burbank Police Department. 2017. Burbank Police Website. Accessed March 15, 2017. Available at: http://www.burbankpd.org/

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed February 27, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
15. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) **No Impact**. As discussed in Population and Housing above, the proposed project does not include a residential component and thus would not directly increase the city's population. Development of the project would increase employment opportunities within the city, which could indirectly increase population as new jobs could entice new residents to move to the city. However, it is not anticipated that the proposed project would provide a significant number of highly-skilled employment opportunities that would require employees to relocate to the area and result in an increase in population. Additionally, the hotel component of the project would not generate a substantial increase in usage of the city's recreational facilities, as hotel guests would likely not use the city's parks and recreational facilities. Therefore, the proposed project would not increase the usage of the city's existing parks and recreational facilities and would not cause substantial physical deterioration. No impact would occur and this issue will not be further evaluated within the Draft EIR.

b) **No Impact**. The proposed project is a mixed-use campus consisting of six creative industrial buildings, two retail buildings, nine creative office buildings and a hotel. The conceptual landscape plan includes various common areas throughout the area, which include a central common area, shaded conversation areas, private patios, and communal tables with landscape, a double sided fire place, chess board and an open lawn. The common open space areas would serve the users of the development, and would not be considered public recreational areas. Therefore, the project does not include a recreational component or require the construction of new recreational facilities. No impact would occur and this issue will not be further evaluated within the Draft EIR.

Transportation and Traffic

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

Discussion

a/b) **Potentially Significant Impact.** The proposed project may have the potential to cause an increase in traffic in the project area which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and may have the potential to exceed, either individually or cumulatively, a level of service standard established by the City's General Plan and required by the County Congestion Management Plan. A Traffic Impact Study (TIS) is currently being prepared for the proposed project which will evaluate the project's impacts on the existing roadway system and will recommend mitigation measures, if necessary. The applicant is also proposing to participate or establish a TMD, which would reduce traffic impacts in the project vicinity, by providing alternative methods of transportation to the site employees and visitors. Therefore, the Draft EIR will summarize the findings of the TIS and will provide a more in depth analysis of the project's impacts on the surrounding circulation system.

c) **Less than Significant Impact.** According to the Bob Hope Airport Influence Area Map, the project site is partially located within the planning boundary/airport influence area for the Bob Hope Airport (refer to Figure 5) (LACALUC 2013). However, the project site is

not located within any of the designated Runway Protection Zones (RPZs) for the airport. The tallest building proposed under the project would be the 166-room hotel, which would be a maximum of f 69 feet tall. While it is not anticipated that the height of the buildings proposed under the project would result in changes to the air traffic patterns associated with the Bob Hope Airport, the Draft EIR will provide a consistency analysis between the proposed project and the Los Angeles County Airport Land Use Compatibility (ALUC) Plan, which includes the Bob Hope Airport.

d) **Less than Significant Impact.** The proposed circulation system would include access to the project site via fifteen access points along the surrounding roadways, the construction and extension of Kenwood Avenue and Tulare Avenue as public streets, and the widening of Hollywood Way to allow for the construction of deceleration/acceleration lanes. Internal circulation would be provided via Kenwood Avenue and Tulare Avenue. A temporary easement for a cul-de-sac for fire access at the end of Tulare Avenue would need to be obtained from the Burbank Airport Authority. It is envisioned by the Bob Hope replacement terminal project that Tulare Avenue will connect to the future airport loop road and terminal (OMP 2016). All circulation improvements and new roads would be designed in accordance with the City's Municipal Code and roadway design standards to ensure that roadway hazards are minimized. Further, the TIS prepared for the proposed project would analyze the traffic operations at the access points' intersections to ensure adequate traffic operations and minimal traffic hazards. Nonetheless, it is recommended that traffic hazards due to a design feature are further evaluated within the Draft EIR.

e) **Less than Significant Impact**. As stated above, 15 access points would be provided for the proposed project and two new roadways would be constructed and extended onsite. All access points and roadways would be designed to provide adequate emergency access to emergency response vehicles. According to the City's General Plan, the designated emergency evacuation primary roadways are Glenoaks Boulevard, San Fernando Boulevard, Burbank Boulevard, and Victory Boulevard (City of Burbank 2013). The northeastern portion of the project site is located adjacent to San Fernando Boulevard, where increased traffic volumes during construction and operation of the project could affect emergency access routes. Therefore, the Draft EIR will further evaluate potential impacts to the City's emergency evacuation routes as a result of development of the project.

f) **No Impact**. The proposed project would include pedestrian facilities and connections to surrounding alternative transportation. Specifically, the project would provide access and connection to the Antelope Valley metro link station at the north property line via a walkway and bike path, a ten-foot multi-use trail which runs throughout the project site and connects to San Fernando Road (refer to Figure 4). On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project will also have bike stations to promote onsite mobility. Further, the project site would be designed to allow for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle & tractor

trailer travel throughout the project site. The project would also provide two bus stops along North Hollywood Way and San Fernando Road to connect the project site to the City's alternative transportation system. Overall, the project would provide adequate pedestrian facilities and access to alternative transportation and would not conflict with applicable policies, plans, or programs related to pedestrian and alternative transportation. No impact would occur and this issue will not be further evaluated within the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Los Angeles County Airport Land Use Commission (LACALUC). 2013. Bob Hope Airport Influence Area Map. May 13. Accessed March 14, 2017. Available at: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf

Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
17. Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** The City has sent letters to California Native American tribes that have requested to be notified of projects within the City's jurisdiction inviting them to participate in government-to-government consultation pursuant to Public Resources Code Section 21080.3.1 (Assembly Bill 52). The consultation process and results will be documented in the Draft EIR, which will identify tribal cultural resources within the project and surrounding area, should they exist. The Draft EIR will also evaluate the potential for implementation of the project to substantially change the significance of an identified tribal cultural resource and will include mitigation measures to reduce potential impacts to less than significant, if necessary.

b) **Potentially Significant Impact.** As indicated under (a), the City has sent letters to California Native American tribes to initiate consultation, and tribal cultural resources, should they be identified, will be addressed in the Draft EIR.

Utilities and Service Systems

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

Discussion

a) **Potentially Significant Impact.** Wastewater service is provided by the City of Burbank's existing wastewater system, which is comprised of three types of facilities: gravity collection pipelines, wastewater pump stations, and a water reclamation plant (City of Burbank 2013). The majority of the City's wastewater is treated at the Burbank Wastewater Reclamation Plant (City of Burbank 2013). The proposed project would be served by the existing public sewer mains in Kenwood Street and Hollywood Way, which are gravity collection pipelines. The project would increase the amount of wastewater generated onsite. A Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. The Draft EIR will summarize the findings of the Sewer Capacity Study and will evaluate the potential for the project to comply with the wastewater treatment requirements of the RWQCB.

b) P**otentially Significant Impact.** The proposed project would introduce new land uses to a currently vacant site. The project would be required to include efficient water-conserving fixtures thereby reducing wastewater generation pursuant to Senate Bill 407 [2009] (Civil Code § 1101.1 et seq.). Although the project will be required to install efficient water-conserving fixtures and thereby reduce the generation of wastewater, the project is anticipated to increase the demand for water and wastewater treatment services.

As stated above**,** a Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. Thus, an evaluation of the existing water and sewer infrastructure will be addressed in the Draft EIR to determine whether existing water and wastewater treatment facilities are adequate to serve the project, or if new or expanded facilities would be necessary.

c) **Potentially Significant Impact.** Similar to the existing conditions on the project site, the proposed project is expected to be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could result in an alteration of stormwater runoff to the existing system. Once construction of the project is complete, the site would include additional impervious surfaces and uses, which could discharge stormwater pollutants and/or sediment into the existing storm drain system. Therefore, the project could result in short and long-term impacts on the existing storm drain system. These impacts will be analyzed and discussed in the Draft EIR.

d) **Potentially Significant Impact.** Burbank's potable water is supplied by a combination of water imported by the Metropolitan Water District of Southern California from the State Water Project and the Colorado River and groundwater from local wells (City of Burbank 2013). Construction of the proposed project would use water for various purposes, such as dust suppression, mixing and pouring concrete, and other construction-related activities. Typically, the majority of water use during construction is associated with dust suppression during grading or trenching, which is generally performed by water trucks. Water usage during construction would be temporary and not substantial and would not exceed the existing supply. Therefore, water use during construction activities are expected to be less than significant and will not be further addressed in the EIR.

However, operation of the proposed project, which would introduce a new 166-room hotel as well as creative office, creative industrial, and retail uses to the site, which would introduce new of guests and employees to the site. Therefore, the proposed project would increase the demand for water. A water supply assessment will be required to determine the level of increase in long-term water demand and if sufficient supplies are available from existing entitlements and resources. These impacts will be analyzed and discussed in the Draft EIR.

e) **Potentially Significant Impact.** The proposed project would construct a 166-room hotel and introduce commercial, industrial, and retail uses to the site which would result in a substantial increase of guests and employees present onsite. As stated above, due to the introduction of guests and employees to the project site, wastewater generated from the project site would increase. A Sewer Capacity Study is being prepared for the proposed project which will analyze the quantity of wastewater produced by the proposed project. The Draft EIR will summarize the findings of the Sewer Capacity Study and will analyze the potential impacts associated with project wastewater generation and wastewater treatment capacity in the region.

f) **Potentially Significant Impact.** According to the City's General Plan, the City owns and operates the Burbank Landfill and the Burbank Recycling Center, which has an anticipated closure date of 2053 (City of Burbank 2013). Construction of the proposed project would generate solid waste, including construction debris. The materials to be removed would be disposed of at either the Burbank Landfill or Burbank Recycling Center, depending on the material, as both are equipped to handle construction debris in a timely manner and in accordance with all applicable laws and regulations. The removal of construction debris would be temporary. The proposed project would construct a 166-room hotel and introduce commercial, industrial, and retail uses to the site which would result in a substantial increase of guests and employees present onsite. With implementation of the project, the generation of **s**olid waste on the project site would increase. Therefore, the Draft EIR will analyze waste generated by the project and will discuss existing and planned solid waste disposal capacity for the region.

g) **Less Than Significant Impact.** The proposed project would be required to comply with all applicable federal, state, and local regulations pertaining to solid waste disposal. This includes compliance with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, the project would be required to comply with all applicable federal, state, and local regulations related to solid waste and impacts would be less than significant. This issue will not be further evaluated in the Draft EIR.

References

City of Burbank. 2013. Burbank 2035 General Plan. Adopted February 19, 2013. Accessed March 16, 2017. Available at: http://www.burbankca.gov/home/showdocument?id=23448

Mandatory Findings of Significance

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

Discussion

a) **Potentially Significant Impact.** As stated above in Biological Resources, the project site is located in a developed area of the City and is developed with parking lots and paved with asphalt pavement. There are areas that are unpaved; however, they are remnant areas from previous demolition. There are no existing biological resources present onsite. Implementation of the proposed project would not substantially reduce biological resources or habitat which supports fish or wildlife species or cause the decline in a species population. No impacts related to biological resources would occur with development of the project.

As discussed above in Cultural Resources, construction activities, such as trenching or excavation, for the project have the potential for the inadvertent discovery of historical, archaeological, and paleontological resources which could be present within the soils of the project site. Further, ground-disturbing activities associated with construction of the project have the potential to inadvertently damaged human remains, which could be present under the project site. Therefore, impacts related to cultural resources could be potentially significant and will be further evaluated within the Draft EIR.

b) **Potentially Significant Impact.** The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. A list of the related projects or growth projections will be developed for the Draft EIR. The potential for the proposed project in conjunction with

the related projects and their cumulative contributions to environmental impacts will be evaluated in the Draft EIR. The cumulative impacts addressed in the Draft EIR will be the same as the individual resource areas which will be evaluated in the Draft EIR, which include aesthetics, air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and land use planning, noise, population and housing, public services, transportation and traffic, and utilities and service systems. The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR.

The proposed project would not result in a cumulatively considerable contribution or result in a less than cumulatively considerable contribution to the environmental resource areas and specific environmental issues which require no further analysis in the EIR (information is provided above for each topic). The environmental resources areas which will not be further evaluated within the Draft EIR include:

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources
- Recreation

The specific environmental issues that were found to have no impact or less than significant impacts include the following:

- Aesthetics – scenic vistas and scenic resources within a state scenic highway
- Geology and Soils – fault rupture, landslides, and soils incapable of supporting septic tanks
- Hazards and Hazardous Materials – hazardous emissions within one-quarter of a mile of a school, air safety hazards associated with private airports, and exposure of structures to wildland fires
- Hydrology and Water Quality – flood hazards within the 100-year floodplain, dam inundation, inundation from tsunami, seiche, or mudflow
- Land Use and Land Use Planning – division of an established community, and conflict with a habitat conservation plan or natural community conservation plan
- Noise – excessive private airport noise
- Population and Housing – displacement of housing, and displacement of people requiring replacement housing
- Transportation and Traffic – conflict with an adopted alternative transportation policy, plan or program
- Utilities and Service Systems – solid waste regulations

c) **Potentially Significant Impact.** Potentially significant impacts to the following resources may have potential to cause substantial adverse effects on human beings: aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and housing, noise, population and housing, public services, transportation and traffic, and utilities and service systems. Impacts to each of these resources will be analyzed further in the Draft EIR.

A.2 Notice of Preparation Comment Letters

ESA

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STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

June 9, 2017

To: Reviewing Agencies

Re: Avion Burbank
SCH# 2017061019

Attached for your review and comment is the Notice of Preparation (NOP) for the Avion Burbank draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

SCott Plambaeck
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

PLANNING DIVISION
2017 JUN 13 A 9:44

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2017061019
Project Title Avion Burbank
Lead Agency Burbank, City of

Type NOP Notice of Preparation

Description Project applicant has filed an application to permit the development o fa mixed-use project in the northern City of Burbank with multiple components including transit connectivity, parking and street improvements, industrial, offices, retail buildings, and a hotel to be located immediately west of the Burbank Bob Hope Airport, west of North Hollywood Way and south of San Fernando Road. The project site includes approx. 60 acres and is currently graded and partially developed with surface parking lots. The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the total 60 acre project site as well as other planning entitlements and reviews.

Lead Agency Contact

Name SCott Plambaeck
Agency City of Burbank
Phone 818-238-5250 **Fax**
email
Address 275 E. Olive Avenue
City Burbank **State** CA **Zip** 91502

Project Location

County Los Angeles
City Burbank
Region
Cross Streets 3001 North Hollywood Way
Lat / Long 34° 12' 12.9" N / 118° 20' 58.8" W
Parcel No. 2466-011-908
Township 10N **Range** 14W **Section** 4S **Base** Burbank

Proximity to:

Highways I-5
Airports Bob Hope Airport
Railways
Waterways
Schools Multiple
Land Use Golden State Commercial/Industrial (42 acres) Airport (18 acres) / General Industrial (M-2) Aiport (AP)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Biological Resources; 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

Reviewing Agencies Resources Agency; Department of Conservation; Cal Fire; Department of Water Resources; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Department of Housing and Community Development; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4

Date Received 06/09/2017 **Start of Review** 06/09/2017 **End of Review** 07/10/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2017061019

Project Title: Avion Burbank

Lead Agency: The City of Burbank
Contact Person: Scott Plambaeck
Mailing Address: 275 East Olive Avenue
Phone: 818-238-5250
City: Burbank Zip: 91502
County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Burbank
Cross Streets: 3001 North Hollywood Way Zip Code: 91502
Longitude/Latitude (degrees, minutes and seconds): 34 ° 12 ' 12.9 " N / 118 ° 20 ' 58.8 " W Total Acres: 60
Assessor's Parcel No.: 2466-011-908 Section: 4 South Twp.: 10N Range: 14 West Base: Burbank
Within 2 Miles: State Hwy #: I-5 Waterways: none
Airports: Bob Hope Airport Railways: none Schools: multiple schools

Document Type:

CEQA: ☒ NOP ☐ Draft EIR ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☐ Mit Neg Dec Other: ☐ FONSI

Governor's Office of Planning & Research
JUN 09 2017
STATE CLEARINGHOUSE

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☒ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☒ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units Acres
☒ Office: Sq.ft. 142,256 Acres Employees
☒ Commercial: Sq.ft. 15,154 Acres Employees
☒ Industrial: Sq.ft. 1,014,8[illegible] Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD

☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☒ Other: Hotel (101,230 SF)

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: GHG Emissions

Present Land Use/Zoning/General Plan Designation:

Golden State Commercial/Industrial (42 acres) Airport (18 acres) / General Industrial (M-2) Airport (AP)

Project Description: *(please use a separate page if necessary)*

The project applicant has filed an application to permit the development of a mixed-use project in the northern City of Burbank with multiple components including transit connectivity, parking and street improvements, industrial, offices, retail buildings, and a hotel to be located immediately west of the Burbank Bob Hope Airport, west of North Hollywood Way and south of San Fernando Road. The project site includes approximately 60 acres and is currently graded and partially developed with surface parking lots. The proposed project would include a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the total 60-acre project site as well as other planning entitlements and review.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List

55

County: Los Angeles

SCH# 2017061019

esources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Denise Peterson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Lisa Johansen
- [ ] **Dept. of Conservation**
  Crina Chan
- [ ] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Curt Babcock
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Craig Weightman
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [ ] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- [ ] **California Department of Education**
  Lesley Taylor
- [ ] **OES (Office of Emergency Services)**
  Monique Wilber
- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- [ ] **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Erik Vink
- [ ] **Delta Stewardship Council**
  Kevan Samsam
- [ ] **California Energy Commission**
  Eric Knight
- [ ] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Supervisor
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans – Planning**
  HQ LD-IGR
  Christian Bushong
- [ ] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- [ ] **Caltrans, District 4**
  Patricia Maurice
- [ ] **Caltrans, District 5**
  Larry Newland
- [ ] **Caltrans, District 6**
  Michael Navarro
- [ ] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Mark Roberts
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- [ ] **Airport & Freight**
  Jack Wursten
  - [ ] **Transportation Projects**
    Nesamani Kalandiyur
  - [ ] **Industrial/Energy Projects**
    Mike Tollstrup
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- [ ] **State Water Resources Control Board**
  Div. Drinking Water #_____
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

_____

_____

- [ ] _____
  Conservancy

Last Updated 4/28/17

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

PLANNING DIVISION
2017 JUN 29 A 10:10

Serious Drought.
Making Conservation
a California Way of Life.

June 27, 2017

Mr. Scott Plambaeck
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

RE: Providence Saint John's Health Center Phase II Project
Vic: LA-5, PM 31.687
SCH# 2017061019
GTS# 07-LA-2017-00952ME-NOP

Dear Mr. Plambaeck:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a mixed-use development including offices, retail buildings, and a hotel. The project would also include auto, bike and walking paths that connect the creative industrial, hotel, and creative office to the onsite retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. The project site is approximately 61 acres, bounded by San Fernando Road to the north and Winona Avenue to the south and abutting the proposed future Bob Hope Airport replacement terminal site to the west.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by eliminating consideration of delay- and capacity- based metrics such as level of service (LOS) and instead focusing analysis on another metric of impact. The Governor's Office of Planning and Research (OPR) is currently updating its CEQA Guidelines to implement SB 743 (https://www.opr.ca.gov/s_sb743.php) and is proposing that vehicle miles traveled be the primary metric used in identifying transportation impacts.

The City should refer the project's traffic consultant to OPR's website, guidelines on evaluating transportation impacts in CEQA if VMT methodology is used:
https://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

If the City decides to use Level of Service (LOS) when preparing the traffic analysis on the State facilities, please refer the project's traffic consultant to Caltrans' traffic study guide Website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

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

1. Key on/off ramps along I-5, including but not limited to:
   -Buena Vista St.
   -Hollywood Ways
   -Sunland Blvd.

2. Synchro analysis and simulation at freeway intersections

3. Off-ramps queue length analysis are required.

4. Traffic volume counts to include anticipated AM and PM peak-hour volumes.

5. Level of service (LOS) before and during construction.

6. A brief traffic discussion showing ingress/egress, turning movements, and the directional flow of project vehicle trips.

7. It also should consider cumulative impacts from future Airport expansion projects. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from Caltrans, please feel free to send a copy of the DEIR directly to our office.

If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-00952ME.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

June 13, 2017

Scott Plambaeck
City of Burbank
275 E. Olive Avenue
Burbank, CA 91502

Sent via e-mail: splambaeck@burbankca.gov

RE: SCH# 2017061019; Avion Burbank Project, City of Burbank; Los Angeles County, California

Dear Mr. Plambaeck:

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

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

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

AB 52

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

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
       i. Planning and construction to avoid the resources and protect the cultural and natural context.
       ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
       i. Protecting the cultural character and integrity of the resource.
       ii. Protecting the traditional use of the resource.
       iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

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

SB 18

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

July 8, 2017

Scott Plambaeck
City of Burbank
Planning Division
150 North Third Street
Burbank, CA 91502

RE: 3001 North Hollywood Way – Avion Burbank – Notice of Preparation of an Environmental Impact Report

Dear Mr. Plambaeck:

Thank you for the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for Avion Burbank located at 3001 North Hollywood Way in Burbank. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The Project will include multiple components including transit connectivity, parking and street improvements, industrial, offices, retail buildings, and a hotel to be located immediately west of the Burbank Bob Hope Airport, west of North Hollywood Way and south of San Fernando Road. The Project site includes approximately 60 acres and is currently graded and partially developed with surface parking lots. It includes a General Plan Amendment to change the General Plan land use designation from Airport to Golden State Commercial/Industrial for the 18-acre portion of the total 60-acre project site.

Metro Comments

Bus Stop Adjacency

Metro Bus Lines 94, 169, and 222 operate on North Hollywood Way, adjacent to the proposed project. One Metro bus stop on the corner of North Hollywood Way and Tulare Avenue is directly adjacent to the proposed project. The following comments relate to bus operations and the bus stop:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.

2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact Metro bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5190, 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.

3. Metro encourages the installation of bus shelters with benches, multimodal way-finding 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 transit stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site.

4. 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.

5. 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. Because of the size and the nature of the development, the Developer has a unique opportunity to provide employees and visitors transit passes through Metro's TAP programs. Integrating transit into the fabric of the development and creating inviting and secure locations for people to wait for buses. Stops should be integrated into the walk network and be a seamless a natural end point.

Metrolink Adjacency

It is noted that the northern boundary of the project site is adjacent to an Metro-owned Railroad Right-of-Way (ROW). This ROW is operated and maintained by the Southern California Regional Rail Authority (SCRRA) to run the Metrolink commuter rail service, Amtrak intercity passenger trains and Union Pacific Railroad freight trains also operate on this line. The following concerns related to the project's proximity to the ROW should be addressed:

1. The project sponsor is advised that rail service operates in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW adjacent to the proposed project.

2. Where the property is immediately adjacent to Metrolink ROW (owned by Metro), all structures, walls, and fences as part of the development should be set back five a minimum of five (5) feet from property line to allow adequate space for property maintenance. Property owners will not be permitted to access Metrolink property to maintain private development. Any access to railroad property is strictly at the discretion of Metro and Metrolink. Where

feasible, fencing and walls at or near property lines shall be maintained from the private property side.

3. Considering the proximity of the proposed project to the railroad ROW, trains will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of Metro is required, a form of which is attached. The easement recorded in the Deed will extend to successors and tenants, as well. In addition, any noise mitigation required for the project will be borne by the developers of the project and not Metro or the operating railroads.
4. There shall be no encroachment onto the railroad ROW. Any future work performed on the proposed project's structures or property requiring access to the railroad ROW, shall be covered by specific Right-of-Entry temporary access permits with specific requirements. SCRRA should be contacted for these Right-of Entry requirements. Information can be found on their website at www.metrolinktrains.com. Other requirements may include permits for construction of buildings, and any future repairs, painting, graffiti removal, etc, including the use of overhead cranes or any other equipment that could potentially impact railroad operations and safety. Frequent access for maintenance tasks such as graffiti removal, will necessitate an active license agreement. This agreement will include an annual license fee, and other requirements that meet safety standards for access to a ROW with active rail operations.
5. During construction, a protection barrier shall be constructed to prevent objects, material, or debris from falling onto the ROW.
6. The project sponsor will be required to notify Metro and SCRRA of any changes to the construction/building plans that may or may not impact the ROW.
7. Metro and/or SCRRA staff shall be permitted to monitor construction activity to ascertain any impact to the ROW.

The project indicated that it will provide transit connectivity to the new Antelope Valley Metrolink station (also known as Burbank Airport Station-North). Metro and Metrolink would like to meet with the City of Burbank and Developer to discuss the environmental analysis and assumptions related to parking and pedestrian linkages from the project to the station. Please contact us to discuss further.

Transit Orientation

Considering the proximity to the Burbank Airport-North Metrolink Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. 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 the developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to the Burbank Airport-North Metrolink Station, including orienting pedestrian pathways toward the station.
2. 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.

3. Metro 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 or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.

4. 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 station including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.

5. Metro 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 the primary building frontage to improve pedestrian safety and comfort to access the nearby bus stops. The City should consider requesting the installation of such amenities as part of the development of the site.

Active Transportation

Metro encourages the City to work with the applicant to promote bicycle use through adequate short-term bicycle parking, such as ground level bicycle racks, as well as secure and enclosed long-term bicycle parking for employees and guests. Additionally, the applicant should help facilitate safe and convenient connections for pedestrians, people riding bicycles, and transit users to/from the Project site and nearby destinations such as the future Bob Hope Airport/Hollywood Way Metrolink Station, San Fernando Road Bike Path, and 14-Gate Replacement Terminal at Bob Hope Airport. The Project is also encouraged to support these connections with wayfinding signage inclusive of all modes of transportation.

Congestion Management Program

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

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

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

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

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

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis
Noise Easement Deed

APPENDIX

D

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.

SCAG
INNOVATING FOR A BETTER TOMORROW

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July 8, 2017

Mr. Scott Plambaeck, AICP, Deputy City Planner
City of Burbank
150 North Third Street
Burbank, California 91502
Phone: (818) 238-5250
E-mail: splambaeck@burbankca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Avion Burbank Project [SCAG NO. IGR9299]

Dear Mr. Plambaeck,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Avion Burbank Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Avion Burbank Project in Los Angeles County. The proposed project consists of a mixed-use development with 142,250 square feet (sf) of office space, a hotel with up to 166 rooms, an industrial component comprising 1,014,887 sf, parking, and street improvements on 61 acres.

When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE AVION BURBANK PROJECT [SCAG NO. IGR9299]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
Goal		Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Burbank Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	107,900	116,500	118,700
Households	6,458,000	7,325,000	7,412,300	44,300	47,600	48,400
Employment	8,414,000	9,441,000	9,871,500	119,000	141,900	145,000

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

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

SENT VIA USPS AND E-MAIL: June 27, 2017
splambaeck@burbankca.gov
City of Burbank, Planning Division
Attn: Scott Plambaeck, AICP, Deputy City Planner
150 North Third Street
Burbank, California 91502

Notice of Preparation of a Draft Environmental Impact Report for the Avion Burbank

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

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

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to the SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

The SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

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

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

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

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

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

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

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170609-01
Control Number

COUNTY OF LOS ANGELES
Public Health

AIR QUALITY RECOMMENDATIONS FOR LOCAL JURISDICTIONS

Development of new schools, housing, and other sensitive land-uses in proximity to freeways

Studies indicate that residing near sources of traffic pollution is associated with adverse health effects such as exacerbation of asthma, onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular morbidity and mortality.[1] These associations are diminished with distance from the pollution source.

Given the association between traffic pollution and health, the California Air Resources Board recommends that freeways be sited at least 500 feet from residences, schools, and other sensitive land uses.[2] Other reputable research entities such as the Health Effects Institute indicate that exposure to unhealthy traffic emissions may in fact occur up to 300 to 500 meters (approximately 984 to 1640 feet). The range reported by HEI reflects the variable influence of background pollution concentrations, meteorological conditions, and season.[3]

Based on this large body of scientific evidence, the Los Angeles County Department of Public Health strongly recommends:

- A buffer of at least 500 feet should be maintained between the development of new schools, housing or other sensitive land uses and freeways. Consideration should be given to extending this minimum buffer zone based on site-specific conditions, given the fact that unhealthy traffic emissions are often present at greater distances. Exceptions to this recommended practice should be made only upon a finding by the decision-making body that the benefits of such development outweigh the public health risks.

- New schools, housing or other sensitive land uses built within 1500 feet of a freeway should adhere to current best-practice mitigation measures to reduce exposure to air pollution which may include: the use of air filtration to enhance heating, ventilation and air conditioning (HVAC) systems, and the orientation of site buildings and placement of outdoor facilities designed for moderate physical activity as far from the emission source as possible.

Development of parks and active recreational facilities in proximity to freeways

Parks and recreational facilities provide great benefits to community residents including increased levels of physical activity, improved mental health, and opportunities to strengthen social ties with neighbors.[4,5,6] However, siting parks and active recreational facilities near freeways may increase public exposure to harmful pollutants, particularly while exercising. Studies show that heavy exercise near sources of traffic pollution may have adverse health effects.[7, 8, 9] However, there are also substantial health benefits associated with exercise.[10] Therefore, DPH recommends the following cautionary approach when siting parks and active recreational facilities near freeways:

- New parks with athletic fields, courts, and other outdoor facilities designed for moderate to vigorous physical activity, should be sited at least 500 feet from a freeway. Consideration should be given to

extending this minimum buffer zone based on site-specific conditions given the fact that unhealthy traffic emissions are often present at greater distances. Exceptions to this recommended practice should be made only upon a finding by the decision-making body that the benefits of such development outweigh the public health risks.

- New parks built within 1500 feet of freeways should adhere to best-practice mitigation measures that minimize exposure to air pollution. These include the placement of athletic fields, courts, and other active outdoor facilities as far as possible from the air pollution source.

---

[1] Health Effects Institute. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report. p.1-11

[2] California Environmental Protection Agency. California Air Resources Board. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005.

[3] Health Effects Institute. 2010. Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects. HEI Special Report. p.1-11

[4] L. Frank et al. 2005. Linking Objectively Measured Physical Activity with Objectively Measured Urban Form: Findings From SMARTRAQ. American Journal of Preventive Medicine, at 117-1255.

[5] Tabbush R and E O'Brien. 2003. Health and Well-being: Trees, Woodlands, and Natural Spaces. Forestry Commission, Edinburgh.

[6] E. Kuo et al. 1998. Transforming Inner-City Neighborhoods: Trees, Sense of Safety, and Preference. Environmental Behavior. 30(1): 28-59.

[7] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E,Margolis HG, Peters JM. Asthma in exercising children exposed to ozone: a cohort study. Lancet. 2002 Feb 2;359(9304):386-91.

[8] Sharman JE, Cockcroft JR, and JS Coombes. Cardiovascular implications of exposure to traffic air pollution during exercise. Q J Med 2004; 97:637–643.

[9] Rundell KW, Caviston R, Hollenbach AM, and K Murphy. Vehicular Air Pollution, Playgrounds, and Youth Athletic Fields. 2006, Vol. 18, No. 8 , Pages 541-547.

[10] de Hartog JJ, Boogaard H, Nijland H, and G Hoek. Do the Health Benefits of Cycling Outweigh the Risks? Environmental Health Perspectives. 2010; 118(8): 1109-1116.

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Via Email and U.S. Mail

July 18, 2017

Scott Plambaeck, Deputy City Planner
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Burbank, CA 91510-6459
zmullins@burbankca.gov

Re: **CEQA and Land Use Notice Request for the Avion Burbank, aka SCH2017061019**

Dear Mr. Plambaeck, Mr. Thomas, and Ms. Mullins:

I am writing on behalf of the Laborers International Union of North America, Local Union 300 and its members living in Los Angeles County and/or the City of Burbank ("LiUNA") regarding the Project known as Avion Burbank, aka SCH2017061019, including all actions referring or related to the construction and operation of a proposed mixed-used development including 1,014,887 sq. ft industrial, 142,250 sq. ft office, 15,475 sq. ft retail, and 166 room hotel located on 3001 North Hollywood Way, APN: 2466-011-908 in the City of Burbank ("Project").

We hereby request that the City of Burbank ("City") send by electronic mail, if possible or U.S. mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
    - Notices of any public hearing held pursuant to CEQA.
    - Notices of determination that an Environmental Impact Report ("EIR") is required for a project, prepared pursuant to Public Resources Code Section 21080.4.

- Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
- Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which require local counties to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible or U.S. mail to:

Richard Drury
Theresa Rettinghouse
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
richard@lozeaudrury.com
theresa@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Theresa Rettinghouse

Theresa Rettinghouse
Paralegal
Lozeau | Drury LLP

From:	Danielle Griffith
To:	Arabesque Abdelwahed
Subject:	FW: Avion project
Date:	Thursday, July 13, 2017 2:56:04 PM

Regards,

Danielle T. Griffith
213-599-4300

From: Plambaeck, Scott [mailto:SPlambaeck@burbankca.gov]
Sent: Thursday, July 13, 2017 2:37 PM
To: Heidi Rous <HRous@esassoc.com>
Cc: Danielle Griffith <DGriffith@esassoc.com>
Subject: FW: Avion project

Comments for Avion. I received more that I will forward.

Scott Plambaeck | Deputy City Planner
City of Burbank | Community Development Department
150 N. Third St., Burbank, CA 91502
(818) 238-5250| splambaeck@burbankca.gov

From: Marta Weiskopf [mailto:martasings@me.com]
Sent: Sunday, July 09, 2017 12:55 AM
To: Plambaeck, Scott
Subject: Avion project

Although the initial avian plans meet or exceed minimum standards for building efficiency, shading, and the plans include a few court yard details and pedestrian corridors, the plans as they now stand will not improve environmental quality, restore biological habitat, or bring cultural enrichment. Although the site represents a transit nexus including Metrolink, Amtrak, Metro, a regional airport, and potentially the first high speed rail project in the US, the initial Avion plans are focused on mid-century expansion of the automobile with 2,300 parking spaces and thousands of car trips/day. Below are suggestions for improving the environmental performance and cultural engagement.

Build a Transit Research Center (with UCLA & Tesla?) that
- Includes permanent ride/car share infrastructure
- Addresses urban congestion through the entire life of the development
- Incubates and facilitates highly effective Transportation Management Organizations,
- Engages International University research teams in active transportation designs

Connect dedicated pedestrian-bike lanes
- Along the length of Hollywood Way
- To the San Fernando Metro station

• To the airport terminal
• To the Amtrak station
• Across Hollywood Way to the Golden State Neighborhood

Expand public park space (City partnership?)
• Public swimming facility (tenants would love it too)
• 200’ park/greenbelt along the length of Hollywood way to soften the hard industrial building lines
• Public performance auditorium
• Recognize the cultural histories & diversities of Gabrielino, Spanish, Japanese, agriculture,

Build a destination campus linking past agricultural history to a modern garden city
• Commit to healthy soils throughout the project and seek funding https://www.cdfa.ca.gov/oefi/healthysoils/docs/HealthySoilsFactSheet.pdf
• Include multi-story tree canopies with food forests, an urban farm, and farmers market
• Include a research/training area for water harvesting, rain gardens, CA native plants
• Partner with Resource Conservation Districts, Ag Colleges

Commit to Zero Waste
• Reuse C&D materials on site and in building designs
• Build an Airport/Avion recycling center and reuse facility
• Prepare, reuse, and sell materials discarded from air operations and media productions
• Digest organic wastes to generate CNG fuel (tax incentives) and soil amendments for landscape

Reduce hardscape, celebrate bold designs

- Increase permeable surfaces
- create buildings with architectural flair and inspirational distinction
- more shade and plants, less linear stiffness

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