

AVION PROJECT

Final Environmental Impact Report

Prepared for
City of Burbank

February 2019



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CHAPTER 1

Introduction

1.1 Final EIR – Intended Use and Organization

This Final Environmental Impact Report (Final EIR) for the Avion Burbank Project (hereafter referred to as the “Project”) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code 21000 et seq.), as amended, and Sections 17789 and 15132 of the State CEQA Guidelines (California Code of Regulations 17700 et seq.). The City of Burbank is the lead agency for the Project, and has prepared this Final EIR. The Final EIR becomes final upon certification by the City’s decision-making body, consequently, additional modifications to the Final EIR may be provided up until the time of certification.

This chapter of the Final EIR presents an overview of the Project and alternatives analyzed in the Draft EIR and provides details associated with the Project. A DVD copy of the Draft EIR is included at the end of the hard copy of the Final EIR.

This document incorporates the Avion Burbank Draft EIR (State Clearinghouse No. 2017061019) by reference, in its entirety, as revised by the Modifications contained in Chapter 2, *Additions and Modifications to the Draft EIR*, of the Final EIR. The Draft EIR is available for review at the City of Burbank Planning Division, 150 N. Third Street, Burbank, CA 91510, and on the City’s website: (<http://www.burbankca.gov/departments/community-development/planning/current-planning>).

This Final EIR will support the permitting process of all agencies whose discretionary approvals must be obtained for particular elements of this Project

The contents of this Final EIR include:

Chapter 1: Introduction

This chapter includes a summary of the contents of the Final EIR, a summary of the Project, and a summary of the alternatives, and a summary of the impact analysis of the Project.

Chapter 2: Modifications to the Draft EIR

This section identifies revisions to the Draft EIR to incorporate clarifications developed in response to comments on the Draft EIR. Additions to the text are underlined and deletions have been stricken through. These modifications do not require recirculation of the Draft EIR.

Following is a brief summary of the key elements associated with the Project and alternatives to the Project analyzed in the EIR.

Chapter 3: Master Response to Comments

Many comments received were transportation-related comments. Through the master transportation response, the comments can be addressed in a comprehensive manner and without duplication in individual responses. Responses to certain individual comments will refer the reader to the master response provided in this chapter, where appropriate.

Chapter 4: Response to Comments

The City published a Notice of Availability and circulated a Draft EIR for public review and comment, for a 45-day period from August 15, 2018 through September 28, 2018. One comment letter was received on October 8, 2018, after the end of the public review period. Although not required, a response to this letter was provided in this Final EIR. A total of eighteen letters were received, containing a total of 136 written comments. No comments were made at the public meeting for the Draft EIR held on Monday, September 10, 2018 at City Council Chambers. This chapter includes a list of all correspondence submitted to the City of Burbank on the Draft EIR, each identified by a letter for later reference.

1.2 Summary of the Project and Alternatives

1.2.1 Background

Historically, the Project site was used for agricultural purposes from at least 1928 through the late 1930s 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 1990s.¹ A portion of the Project site encompasses approximately 61 acres of the former 130-acre Lockheed Plant B6, which was used for research, manufacturing, warehouse, maintenance, and office purposes.² All of the buildings associated with the Lockheed Plant B6 were demolished between 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 for commercial long-term storage of automobiles and storage pods.³

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.⁴ Specifically, the Jet Engine Test Cell Facility is 0.69 acres and was used for aircraft engine testing, maintenance, and repair; jet engine overhaul for commercial and military aircraft; reworking and

¹ Ardent Environmental Group, Inc. (Ardent), 2016b. Phase I Environmental Site Assessment and Document Review, Portions of Former Lockheed Plant B-6, Burbank, California. January 5.

² Ardent Environmental Group, Inc. (Ardent), 2016. Soil Management Plan, Trust Property, Burbank, California. March 3.

³ Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

⁴ Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

retooling of worn engine parts; and jet engine testing from 1947 through 1996.⁵ All of the PAC buildings were demolished in 2013.

The Project site, which includes the 61-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 USEPA.⁶ The Project site is located within the San Fernando Valley Groundwater Basin, which has been designated by USEPA 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.⁷

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 Facility, were used for the same type of industrial uses, the Project site has also undergone soil and groundwater investigations.⁸

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 USEPA.⁹ A No Further Action (NFA) designation was received from the LARWQCB in 2003 indicating no further requirements for soil investigation, specifically for chromium, on the Project site.

Beginning 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

⁵ Ibid.

⁶ Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

⁷ Ibid.

⁸ Ardent Environmental Group, Inc. (Ardent), 2015. Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California. June 17.

⁹ Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

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 an NFA letter for the site related to groundwater. This case is considered open with the LARWQCB.¹⁰

1.2.2 Project Location

The Project is located within the City of Burbank. The City encompasses approximately 17.1 square miles and is located in the central portion of Los Angeles County. 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. Specifically, the Project is located at 3001 North Hollywood Way in the northwest portion of the City.

1.2.3 Overview

The mixed-use Project would consist of an industrial component, retail uses, a hotel, and creative offices. The Project may, in the future, include transit connectivity to the new Burbank Airport - North Metrolink station. The proposed extension of Tulare Avenue may include a future connection to the Airport frontage road. Additionally, the Project would also include bike and walking paths that connect the creative industrial, hotel, and creative office to the on-site retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Sixty parking spaces would be designated to the future Metrolink station and would be annually maintained by the Project applicant. The Project would install the prewiring for 177 electric vehicle charging states, 115 of which would be fully-installed as Level 2 EV chargers and prewire 32 electrical charging stalls for use by distribution trucks at truck bays. The Project sponsor has also agreed to participate or create a transportation demand management plan. The Project would also include the construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way.

1.2.4 Existing Conditions

The Project site has two land use designations in the Burbank2035 General Plan (City's General Plan), Golden State Commercial/Industrial and Airport. Approximately 43 acres of the Project site are designated as Golden State Commercial /Industrial, while the other 18 acres are designated as Airport. The area of the Golden State Commercial/Industrial land use designation serves as the City's industrial hub and 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 Hollywood-Burbank Airport and adjacent parcels owned by the Burbank-Glendale-Pasadena Airport Authority. This land use designation is intended to accommodate uses directly related to

¹⁰ Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

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 43-acre portion of the Project site is General Industrial (M-2) while the westernmost 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing processes, 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.

1.2.5 Project Objectives

The Project Objectives are listed 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 an interactive central landscape area that will attract users in the technology, entertainment, and digital media fields;
 - High quality 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 the Project and surrounding businesses.
- Construct onsite bicycle and pedestrian facilities to encourage walking and cycling through and around the Project site.
- 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 Metrolink station to the Airport and the mixed-use campus.
- Supporting the ongoing operation of the Metrolink station.
- Provide 60 parking stalls for the Burbank Airport-North Metrolink station as a public benefit.
- Improve and extend surrounding streets segments (Hollywood Way/Tulare and Tulare and Kenwood, Cohasset, and North San Fernando). The extensions of Tulare and Kenwood will be public streets.
- Improve and widen sidewalks around the Project site as well as improve bicycle infrastructure along Hollywood Way in order to promote alternative modes of transportation.
- Implement Green Streets for the new streets and sidewalks and maintain the streets and sidewalks along the project frontage.
- Provide additional tax revenue for the City from Transient Occupancy Tax.
- Expand the tree canopy and reducing the heat island effect by planting new trees on the Project and in the public right-of-way.

1.2.6 Project Elements

The mixed-use Project would consist of an industrial component, retail uses, a hotel, and creative offices. The Project may, in the future, include transit connectivity to the new Antelope Valley Metrolink station. The proposed extension of Tulare Avenue may include a future connection to the Airport frontage road. Additionally, the Project would also include bike and walking paths that connect the creative industrial, hotel, and creative office to the on-site retail amenities and transit stops. Parking would be provided between the creative office, retail, and hotel uses. Sixty parking spaces would be designated to the future Metrolink station and would be annually maintained by the Project applicant. The Project would install the prewiring for 177 electric vehicle charging stations, 115 of which would be fully-installed as Level 2 EV chargers. The Project sponsor has also agreed to participate or create a transportation demand management plan. The Project would also include the construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way.

**TABLE 1
PROPOSED USES AND BUILDING SQUARE FOOTAGE**

Use	Area Square Footage*
Creative Industrial Component	1,004,307 sf
Building #1	137,803 sf
Building #2	180,608 sf
Building #3	155,965 sf
Building #4	281,962 sf
Building #5	93,158 sf
Building #6	154,811 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	15,475 sf
Building #1	6,300 sf
Building #2	9,175 sf
Hotel Component	101,230 sf

NOTE:

*Square Footages are approximate and conceptual
Area sf = Total Gross Square Footage

SOURCE: Overton Moore Properties 2017.

1.2.7 Alternatives to the Project

The Draft EIR analyzed a No Project alternative, as well as four additional alternatives that would reduce at least one of the significant environmental impacts of the Project and meet most of the Project's objectives. The alternatives to the Project are as follows:

- Alternative 1 – No Project /No Build
- Alternative 2 – Increased Office and Hotel Uses Alternative
- Alternative 3 – Reduced Intensity Alternative

All alternatives are summarized below and described in detail in Chapter 6, *Alternatives*, in the Draft EIR.

Alternative 1

The No Project/No Build Alternative assumes that the Project is not developed. The Project site would remain vacant and no changes would be made to the Project site. Given the availability of infrastructure services and proximity to urban development, it is unlikely that the Project site would remain vacant indefinitely. The No Project/No Build is consistent with Section 15125.6(e) of the State CEQA Guidelines, and evaluates the existing conditions of the Project site at the time the NOP was published. Environmental impacts from the No Project/No Build Alternative would be less than those of the Project. Although environmental impacts would be reduced, Alternative 1 would not meet any of the Project objectives and therefore is not a feasible alternative.

Alternative 2

The Project site would most likely not remain vacant for long, even if the Project is not approved. CEQA Guidelines state that another way of analyzing no Project impacts is by projecting what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (State CEQA Guidelines, Section 15126.6(e)(3)(c)).

This Alternative analyzes impacts from the Project by considering potential land use scenarios discussed in the LinkBurbank Land Use Planning Study. In light of this review, this Alternative considers a modified Project alternative. This Alternative would develop the Project site with the creative industrial uses, office uses, two hotels and the proposed retail component. The total development square footage of this Alternative would be similar to the Project approximately 1,215,475 square feet. However, this Alternative would include 500,000 square feet of industrial buildings, 500,000 square feet of office buildings, and two, 200-key hotels (approximately 120,000 square feet each) on opposite ends of the property. Each hotel would include 20,000 square feet of event space. This Alternative would maintain the small retail component (15,475 square feet).

Implementation of this Alternative would result in an increase of 2,471 daily trips attributable to the increase in office, a reduction of 2,313 daily trips attributable to industrial uses, and an increase of 2,652 daily trip attributable to the hotel and conference space.

Alternative 3

Under the Reduced Intensity Alternative, the Project would be developed with the creative industrial, office and retail components. The hotel component would not be built. The total square footage of the Project would be reduced by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips that is approximately a 56 percent reduction in trips from the proposed project.

The Reduced Intensity Alternative was chosen because it would reduce overall environmental impacts. With this Reduced Intensity Alternative, aesthetics, air quality, energy, GHG, noise, traffic, aesthetics, cultural, energy, noise, population and employment, public service, traffic and utilities would have slightly lower impacts, but the same significant and unavoidable impact, as the Project. All other disciplines would have the same impact as the Project under the Reduced Intensity Alternative as detailed below.

CHAPTER 2

Additions and Modifications to the Draft EIR

2.1 Introduction

This section contains revisions to the Draft Environmental Impact Report (EIR). The following corrections and changes are made to the Draft EIR, and are incorporated herein as part of the Final EIR.

The changes below were made to the Draft EIR in response to comments received and errata discovered after the Draft EIR was circulated. These corrections and clarifications represent additional information or revisions that do not significantly alter the Project, change the Draft EIR's significance conclusions, or result in a conclusion that significantly more severe environmental impacts would result from the proposed Project. Instead, the errata made to the Draft EIR below "clarifies or amplifies or makes insignificant modifications" in the already adequate Draft EIR, as is permitted by CEQA Guidelines Section 17788.5(b).

The revisions that follow were made to the text of the Draft EIR. Amended text is identified by section and page number. Additions to the Draft EIR text are shown with underlining and text removed from the Draft EIR is shown with ~~striketrough~~.

2.2 Changes to the Draft EIR

The following revisions to the text of the Draft EIR are made:

The Final EIR shall reflect the proposed changes, that all references in the Draft EIR to "proposed project" shall become "~~proposed p~~Project". All references to "project" shall become "~~p~~Project." This modification does not reflect a substantive change in nature to the document.

The Draft EIR calculations initially considered a total of 1,014,887 sf of creative industrial components. This value was used to calculate quantified impacts and Project-level requirements, including wastewater generated and the number of required parking spaces. During the planning process, the Project applicant proposed to reduce the overall square footage of industrial uses to 1,004,307 sf. This total reduction of 10,580 sf in proposed creative industrial uses would less related impacts and would not significantly alter or worsen any impact analyzed in the Draft EIR. Consequently, any values derived based on the initial square footage of 1,014,887 and considered to be conservative. The numeric value of 1,014,887 sf was revised to 1,004,307 sf where applicable throughout the Draft EIR as shown below.

Chapter 1.0, Executive Summary, of the Draft EIR

Page 1-1, paragraph one is revised to state:

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts related to the construction and operation of the Avion Burbank Project (proposed project). The proposed mixed-use project is located within the City of Burbank. The proposed project includes multiple components consisting of transit connectivity, parking and street improvements, industrial, offices, retail buildings, and a hotel to be located immediately ~~west~~ east/northeast of the Hollywood-Burbank Burbank Bob Hope Airport, west of North Hollywood Way and south of San Fernando Boulevard. **Figure ES-1** shows the regional location of the project site. **Figure ES-2** shows the site plans for the proposed project.

Page 1-4, paragraph three is revised to state:

The proposed project includes six industrial buildings with varying sizes of ~~buildings that can be divisible down to approximately 27,700 sf.~~ The six industrial buildings would be 40 feet in height and would account for ~~1,014,887~~ 1,004,307 sf, ranging between ~~93,500~~ 93,158 sf and ~~282,466~~ 281,962 sf. Up to 30 percent, or 301,292 square feet, of the floor area in the industrial buildings may be office space. The industrial buildings are designed to accommodate a variety of tenants.

Table ES-2 on page 1-9-1-30 is revised as follows:

TABLE ES-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE AVION BURBANK PROJECT

Impact	Mitigation Measure	Significance after Mitigation
Air Quality		
<p>Impact Statement 4.2-1: Project construction would not conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP. Due to exceedance of SCAQMD's regional significance threshold for NOx, operation of the project would potentially conflict with or obstruct implementation of relevant air quality policies in the adopted AQMP.</p>	<p>MM-AIR-1: All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) <u>and contribute fair share funding towards higher frequency of transit service for the Project site to help further reduce VMT emissions.</u></p> <p>MM-AIR-2: Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Such operations shall be required to post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time. Also, site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement.</p> <p>MM-AIR-3: Future commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such operations shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.</p>	<p>Significant and Unavoidable Impact with Mitigation</p>
Cultural Resources		
<p>Impact 4.3-3: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>MM-CUL-3: A qualified paleontologist, defined as a paleontologist who meets the standards of the <u>Society of Vertebrate Paleontology (SVP)</u>, shall be retained by the project applicant to carry out all mitigation measures related to paleontological resources.</p> <p>MM-CUL-4: Prior to the start of construction, a construction, the project applicant shall cause the qualified paleontologist, or his or her designee, shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.</p>	

Transportation and Traffic

Impact 4.13-1: The proposed project would 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.

MM TRANS-1: North Hollywood Way & Tulare Avenue (Intersection No. 3): In order to mitigate the impact at North Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first temporary certificate of occupancy or certificate of occupancy (whichever is issued first):

- The northbound approach (Hollywood Way) would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. In addition, it would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing southbound Class II bicycle lanes would be separated from vehicular traffic by a raised five-foot sidewalk bicycle lane separated from the street by a inside of the 5-foot green bio-swale, and separated from the sidewalk with an 18-inch wide demarcation with of colored concrete or truncated domes separating the sidewalk, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps. The existing northbound Class II bicycle lanes would be separated from the travel lanes three by a painted buffer of at least feet along with semi-permanent devices such as bollards just north of Tulare Avenue.
- The eastbound approach (Tulare Avenue) would be widened to include one left-turn lane and one through/right-turn lane.
- The southbound approach (Hollywood Way) would be widened to include one southbound right turn lane so that the southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane.

North Hollywood Way & Tulare Avenue (Intersection No. 3): The same mitigation measure described above under Existing plus Project conditions (MM TRANS-1) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Tulare Avenue would also reduce the impact under Future plus Project conditions.

MM TRANS-2: North Hollywood Way & Winona Avenue (Intersection No. 4): In order to mitigate the impact at North Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. The project applicant shall

Significant and Unavoidable

coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, one through/right-turn lane.
- Existing northbound bicycle lanes would be maintained and improved on Hollywood Way by installing a painted buffer of at least 2 feet between Burton Way and Winona Avenue; 5-foot bike lanes would be maintained between Thornton Avenue and Burton Way. Existing southbound bike lanes would be maintained by a width of at least 5 feet between Thornton Avenue and Winona Avenue.

North Hollywood Way & Thornton Avenue (Intersection No. 54): The same mitigation measure described above under Existing plus Project conditions (MM-TRANS-2) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & ~~Thornton-Winona~~ Avenue would also reduce the cumulative impact under Future plus Project conditions.

MM TRANS-3: North Hollywood Way & Thornton Avenue (Intersection No. 5): In order to mitigate the impact at North Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. The project applicant shall coordinate with the City to ~~make a fair share payment for~~ and implement the following intersection improvements prior to issuance of the first ~~temporary~~ certificate of occupancy or certificate of occupancy (whichever is issued first):

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, and one through/right-turn lane.
- Southbound Hollywood Way would be restriped to convert the southbound right- turn lane into a southbound through/right-turn lane, resulting in the following configuration: one left turn lane, two through lanes, and one through/right-turn lane. The third southbound departure lane shall merge into the southbound ramp to Empire Avenue at Avon Street.
- The existing raised median will be reconstructed between Avon Street and Thornton Avenue, southbound Hollywood Way would be widened by 4 feet within public right of way between Thornton Avenue and the private fast food complex driveway, and the

	<p><u>southbound sidewalk would be maintained at 12-feet, to accommodate the new travel lane.</u></p> <ul style="list-style-type: none"> Existing bicycle lanes would be maintained and improved on Hollywood Way. <u>Existing 5 foot northbound and southbound bicycle lanes would be maintained on Hollywood Way between Thornton Avenue and Burton Way. Existing bicycle lanes would be widened to 6 feet wide northbound and southbound on Hollywood Way between Avon Street and Thornton Avenue.</u> <p>MM TRANS-4: North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No.30): In order to mitigate the significant impact at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps to a less than significant level, the intersection would need to be redesigned. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first <u>temporary certificate of occupancy or certificate of occupancy (whichever is issued first)</u>:</p> <ul style="list-style-type: none"> The intersection would be redesigned to accommodate an uncontrolled eastbound right-turn lane. The new design would require acquisition of right-of-way from the project, and would extend the planned southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue. The redesign would shift bicycles from the Class II on-street facility to an off-street protected Class IV facility, to avoid vehicles weaving across bicycle traffic. <u>The bicycle lanes would be separated from vehicular traffic by a raised five-foot sidewalk bicycle lane separated from the street by a 5-foot green street bio-swale, and separated from the sidewalk with a demarcation of colored concrete or truncated domes, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps.</u> 	
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	<p>MM TRANS-7: North Hollywood Way & Alameda Avenue (Intersection No. 11): In order to mitigate the <u>cumulative</u> impact at North Hollywood Way & Alameda Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane.¹</p> <p><u>Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.</u></p> <p>MM TRANS-8: North Hollywood Way & Olive Avenue (Intersection No. 13): In order to mitigate the <u>cumulative</u> impact at North Hollywood Way & Alameda Avenue to a less than significant level, westbound and eastbound approaches would need to be reconfigured, resulting in a new peak period parking restriction. The project applicant shall design and construct the following improvements prior to the City issuing the first certificate of occupancy for the project. Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.</p>	
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¹ The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersection are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable.

	<ul style="list-style-type: none"> • Implement PM peak period parking restriction in the westbound direction of Olive Avenue. • Reconfigure the westbound approach to include one left-turn lane, two through lanes and one shared through/right-turn lane. • Restripe the eastbound approach to include two left-turn lanes, two through lanes, and one through/right-turn lane (may require alteration to the existing median). <p>North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): The same mitigation measure described above under Existing plus Project conditions (Mitigation Measure 4.13-4 MM-TRANS-8) to reduce the proposed project’s incremental increase in V/C to a less than significant level at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps would also reduce the <u>cumulative</u> impact under Future plus Project conditions.</p> <p>MM TRANS-9: North San Fernando Boulevard & Cohasset Street (Intersection No. 32): To mitigate the significant <u>pedestrian</u> impact at the North San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The project applicant shall coordinate with the City <u>and the City of Los Angeles</u> to make a fair share payment for <u>and implement the following intersection improvements prior to issuance of the first temporary certificate of occupancy or certificate of occupancy (whichever is issued first), subject to the approval of the City and the City of Los Angeles⁸:</u></p> <ul style="list-style-type: none"> • Install a traffic signal. • <u>Construct curb extension and pedestrian ramp at the signalized intersection.</u> • Coordinate signal timing with other traffic signals on North San Fernando Boulevard to maintain traffic flow. <p><u>North San Fernando Boulevard & Cohasset Street (Intersection No. 32):</u> The same <u>pedestrian mitigation measure described above (MM-TRANS-9)</u> would also reduce the proposed project’s incremental increase in V/C to a less than significant level at North San Fernando Boulevard & Cohasset Street under cumulative Future plus Project conditions.</p>	
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8 Since this intersection is located within the shared jurisdiction of Los Angeles and Burbank, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, if the improvement cannot be approved by Los Angeles then the improvement is deemed infeasible and this impact would remain significant and unavoidable.

Chapter 3.0, Project Description, of the Draft EIR

Page 3-5, the first full paragraph is revised to state:

The Hollywood-Burbank 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 would be adjacent to the terminal~~), North Hollywood Way is immediately east of the project site, and North San Fernando Boulevard and Cohasset Street are north of the project site. The surrounding land uses include the Hollywood-Burbank Airport, Airport parking, industrial and storage uses, and vacant land.

Page 3-8, paragraph one is revised to state:

The proposed mixed-use project consists of an ~~creative office~~ industrial component, retail uses, a hotel, and ~~industrial~~ offices. The proposed Project ~~project may, in the future, includes~~ transit connectivity to the new Burbank Airport-North Metrolink station ~~Antelope Valley Metrolink station~~. The proposed extension of Tulare Avenue may include a future connection to the Airport frontage road. Additionally, the proposed project would also include bike and walking paths that connect the industrial, hotel, and office to the on-site retail amenities and transit stops. Parking would be provided between the office, retail, and hotel uses. Sixty parking spaces would be designated to the future Metrolink station. As a condition of approval the Developer and tenants shall become a member of the Burbank Transportation Management Organization; shall comply with the applicable requirements of Section 10-1-2132 through 10-1-2139 of the Burbank Municipal Code; shall participate in all TDM strategies and programs of the TMO, and shall pay any applicable annual membership fee as required by the TMO and/or the City of Burbank. The proposed project would also include the construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would extend to Cohasset Street and Tulare Avenue would extend to Hollywood Way. **Figure 3-3, Conceptual Site Plan**, depicts the proposed project's conceptual site plan.

Page 3-8, Table 3-2 is revised as follows:

**TABLE 3-2
PROPOSED USES AND BUILDING SQUARE FOOTAGE**

Use	Area Square Footage*
Creative Industrial Component	4,014,887 <u>1,004,307</u> sf
Building #1	438,258 <u>137,803</u> sf
Building #2	483,935 <u>180,608</u> sf
Building #3	461,424 <u>155,965</u> sf
Building #4	282,466 <u>281,962</u> sf
Building #5	93,582 <u>93,158</u> sf
Building #6	455,222 <u>154,811</u> 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

Use	Area Square Footage*
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	15,475 sf
Building #1	6,300 sf
Building #2	9,175 sf
Hotel Component	101,230 sf

NOTE:
 *Square Footages are approximate and conceptual
 Area sf = Total Gross Square Footage
 SOURCE: Overton Moore Properties 2017.

Page 3-10, paragraph four is revised to state:

The proposed project includes six industrial buildings totaling ~~1,014,887~~ 1,004,307 sf. Up to 30 percent, or 301,292 square feet of the floor area in the creative industrial buildings may be office space. The building sizes range from approximately ~~93,500~~ 93,158 to ~~282,500~~ 281,962 sf ~~and would be divisible down to approximately 27,200 sf.~~ The proposed industrial buildings would provide large expansive spaces that could accommodate different types of businesses and operations, ~~which that~~ that would allow for flexibility in the types of tenants that could use the creative industrial buildings. Similar to the 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 architectural style.

Page 3-13, paragraph four is revised to state:

At this time, the Hollywood-Burbank Airport replacement terminal is approved. If the terminal is constructed, Tulare Avenue could connect to the future Airport loop road and terminal. Interior circulation also includes access and connection to the Burbank Airport-North Metrolink Station at the north property line via a walkway and bike path. An 8 to 10-foot-wide multi-use trail would be provided between industrial buildings 2, 3, and 4 and between creative industrial building 6 and the creative office campus extending to North San Fernando Boulevard (refer to Figure 3-4). The multi-use trail would also have outdoor seating adjacent to the trail (Please refer to Figure 3-6a, Figure 3-6b, and Figure 3-7). The project would have campus WiFi throughout the project site. On-street bike lanes would be provided along North Hollywood Way and Tulare Avenue. The project would re-construct/rehab the bike lane along Hollywood Way on the east and west side of Hollywood Way. Additionally, pedestrian signals would be provided along Tulare Avenue to increase walkability through the various areas of the project site. The project would also have four bike share stations to promote project mobility. Further, the project site would be designed to provide for walkways compliant with the Americans with Disabilities Act (ADA) and smooth passenger vehicle and tractor trailer travel throughout the project site. Figure 3-8 illustrates the Hollywood Way/Tulare Avenue entry with pedestrian sidewalks and bike lane. Figure 3-9

illustrates a view of the pedestrian sidewalk and bike lane along Tulare Avenue West. Figure 3-10 illustrates a south view from Hollywood Way/Tulare Avenue at Building 1.

Page 3-13, after the last paragraph:

The Project would also incorporate the following improvements:

- Construction and extension of North Kenwood Street and Tulare Avenue as public streets. North Kenwood Street would be extended to Cohasset Street. Tulare Avenue would be extended to Hollywood Way.
- Hollywood Way would be widened to allow for the construction of deceleration/acceleration lanes.
- North San Fernando Boulevard would be extended by one lane to allow for access to North Hollywood Way. Two bus stops would be provided, one each along North Hollywood Way and North San Fernando Boulevard.
- Improve and widen sidewalks around the Project site. Improve bicycle infrastructure along Hollywood Way (on sidewalk bike lane along property frontage) in order to promote alternative modes of transportation.
- Stripe or restripe bike lanes within public right-of-way on East and West side of Hollywood Way from City limit on Hollywood Way to Empire Avenue.
- Construct a signalized intersection crossing along San Fernando Road from Burbank Airport North Metrolink Station to Cohasset Street that will provide connectivity to the project.
- The project would provide 9-10' wide sidewalk walkways, 7' wide buffered bike lane, and 5' wide green swales along the frontage of Hollywood Way.
- The project would provide 7'-8' wide sidewalk walkways, 7' wide buffered bike lane that will transition to a 8' bike lane and 6' wide green swales along Tulare Way.
- Repave, grind and overlay with rubber asphalt a minimum of 2" the full width of Hollywood Way from curb to curb along the Project frontage.
- Repave, grind and overlay with rubber asphalt a minimum of 2" the full width of Kenwood Street to Cohasset Street.

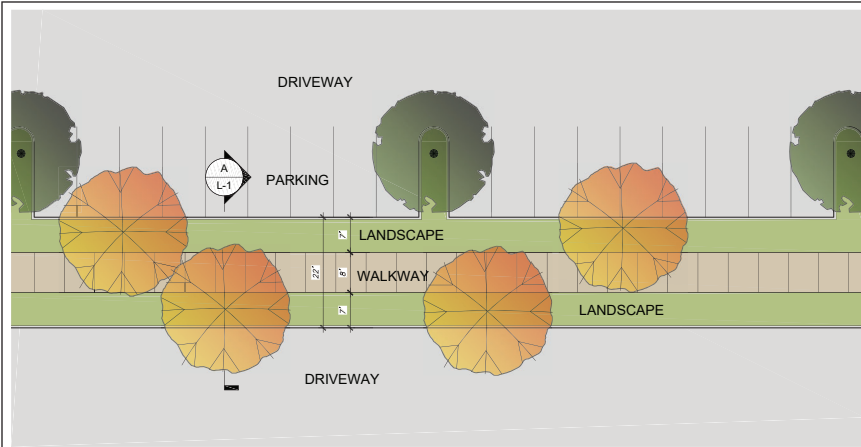
Page 3-15, the first paragraph is revised to state:

Parking for the proposed project would be provided on site via surface parking lots located adjacent to the proposed 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~~ 1,004,307 sf of industrial, 142,250 sf of creative office, 15,475 sf of retail and 101,230 sf of hotel floor area, ~~1,760~~ 1,834 parking spaces are required. The project would provide ~~2,094~~ 2,215 parking spaces. In addition, as an added public benefit, the project would provide 60 parking stalls to the dedicated use and shall maintain the parking lot of at the Burbank Airport-North Metrolink Station.

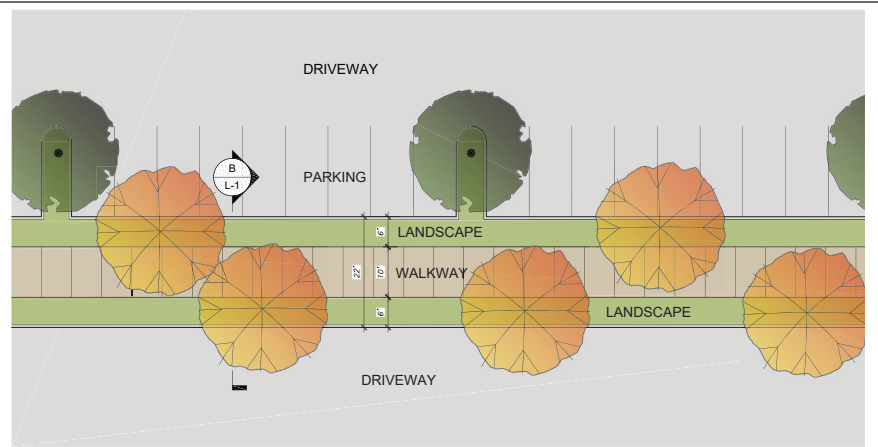
Page 3-15, paragraph three and four are revised to state:

The proposed project would be constructed in two phases beginning in ~~2018~~ 2019 and is anticipated to be completed by the end of 2021. 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. Typical construction equipment is anticipated to be required, such as cranes, trenchers, excavators, pavers, backhoes, graders, off-highway trucks, concrete trucks, and bore/drill rigs. It is anticipated that approximately 286 construction workers would be required for construction of the project.

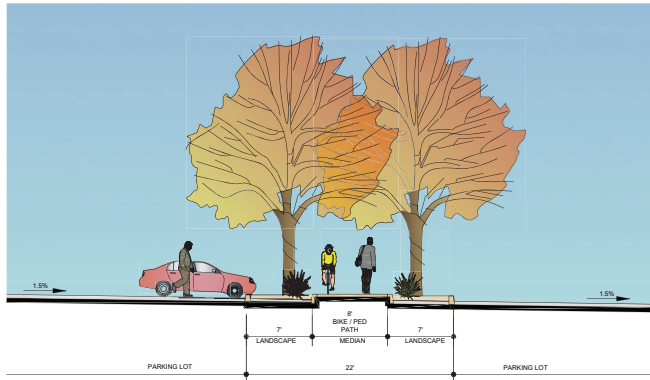
Phase I of construction would begin with the demolition and removal of existing impervious surfaces, such as the surface parking lots, ~~which that~~ which that would be recycled and left on site, and would require some of the existing subsurface facilities to be abandoned and capped at the property line. Existing on-site substructures that are to remain would be identified and avoided during grading and construction activities, such as trenching for drainage and underground utilities, especially the City's sewer main within the northern portion of the project site. It is anticipated that soil would be balanced on site for grading and earthwork activities. The remainder of construction during Phase I would construct the building pads and structures and apply the architectural coating for the proposed creative industrial, creative office, and retail uses. Finally, Phase I of the project would be completed with paving and landscaping. Phase I of construction is anticipated to occur from ~~December 2018~~ May 2019 through ~~April~~ October 2020. Approximately 4,987 total truck trips are anticipated for Phase I, with an average daily total of 34 truck trips, with an additional 9 daily truck trips during paving activities.



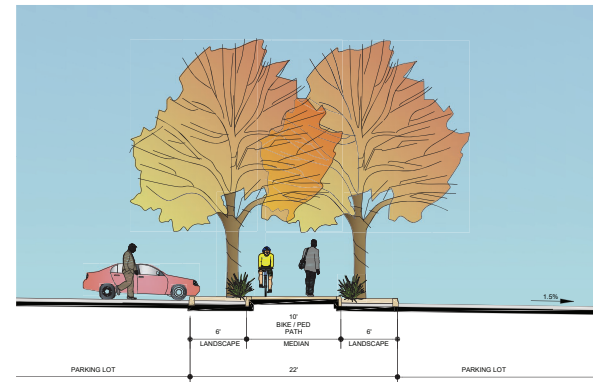
1 AREA 1 - PLAN OF CENTRAL SPINE (WITH 8' WIDE WALKWAY)
SCALE: 1"=10'



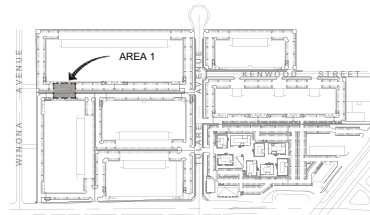
2 AREA 1 - PLAN OF CENTRAL SPINE (WITH 10' WIDE WALKWAY)
SCALE: 1"=10'



A SECTION
SCALE: 3/16" = 1'-0"



B SECTION
SCALE: 3/16" = 1'-0"



C KEY MAP
SCALE: NTS

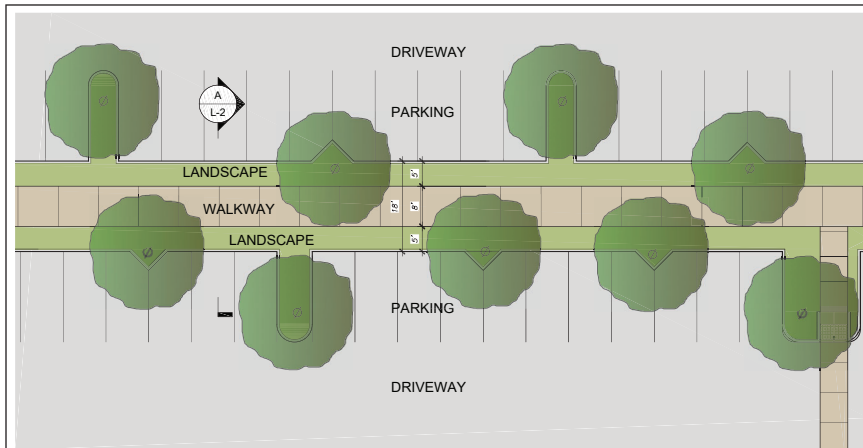
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SOURCE: Overton Moore Properties, 2018

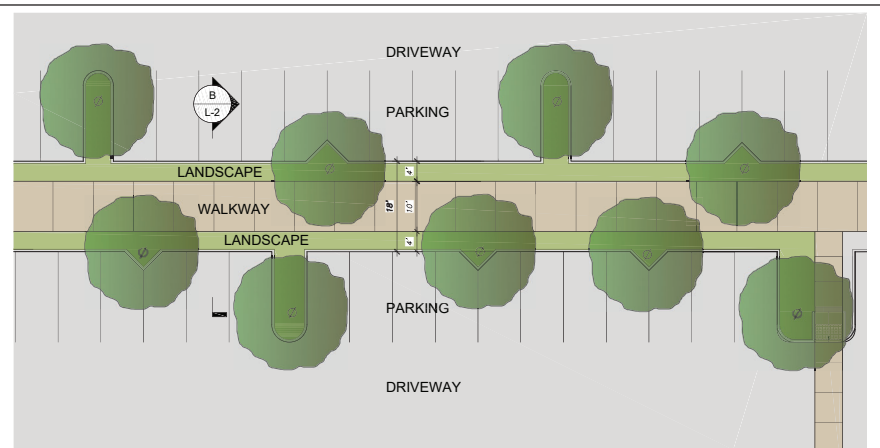
Avion Burbank Project

Figure 3-6a
Bike Path Cross Sections

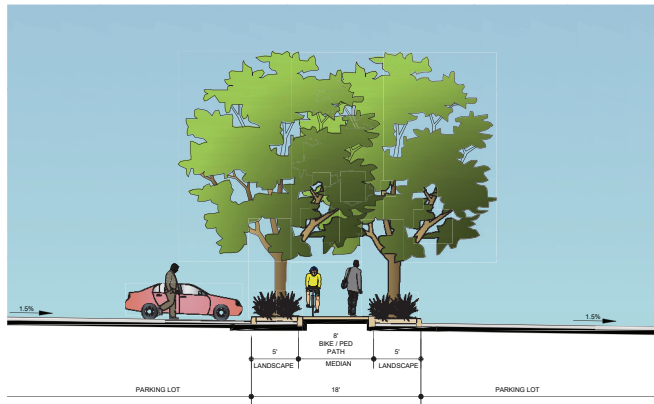




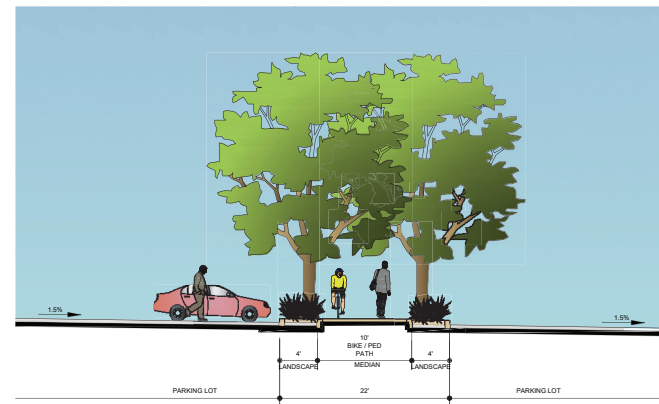
1 AREA 2 - PLAN OF CENTRAL SPINE (WITH 8' WIDE WALKWAY)
SCALE: 1"=10'



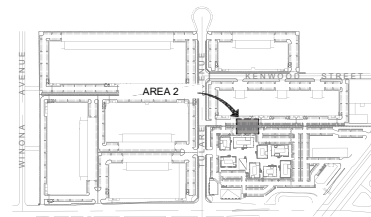
2 AREA 2 - PLAN OF CENTRAL SPINE (WITH 10' WIDE WALKWAY)
SCALE: 1"=10'



A SECTION
SCALE: 3/16" = 1'-0"



B SECTION
SCALE: 3/16" = 1'-0"



C KEY MAP
SCALE: NTS

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SOURCE: Overton Moore Properties, 2018

Avion Burbank Project

Figure 3-6b
Bike Path Cross Sections





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SOURCE: Overton Moore Properties, 2018

Avion Burbank Project

Figure 3-7
Multi-Purpose Path



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SOURCE: Overton Moore Properties, 2018

Avion Burbank Project

Figure 3-8
Retail Hollywood Way Tulare Entry





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SOURCE: Overton Moore Properties, 2018

Avion Burbank Project

Figure 3-9
Tulare West View



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SOURCE: Overton Moore Properties, 2018

Avion Burbank Project

Figure 3-10
Building 1- Hollywood Way South



Page 3-16, paragraph two is revised to state:

Phase II of construction would be solely focused on the construction of the hotel, including the installation of underground utilities and drainage system, construction of the building pad and structure, application of the architectural coating, paving, and landscaping. Phase II of construction is anticipated to occur from September ~~2018~~2019 through August ~~2020~~2021. Approximately 485 total truck trips are anticipated for Phase II, with an average daily total of 5 truck trips.

Page 3-16, last bullet is revised to state:

- ~~Hollywood-Burbank Airport Authority~~ County of Los Angeles Airport Land Use Commission – consistency with the Airport Land Use Plan

The following figures are included as part of the Final EIR:

- Figure 3-6a Bike Path Cross Section Area 1 – Section of Central Spine
- Figure 3-6b Bike Path Cross Section Area 2 – Section of Central Spine
- Figure 3-7 Multi-Purpose Path
- Figure 3-8 Retail Hollywood Way Tulare Entry
- Figure 3-9 View of Tulare West
- Figure 3-10 Building 1 – Hollywood Way South

Chapter 4.1, Aesthetics, of the Draft EIR**Page 4.1-2, the second full paragraph is revised to state:**

The predominant character of development within the immediate vicinity of the project site is composed of industrial warehouses, multi-story office buildings, and larger commercial buildings. In general, the buildings have larger footprints and are approximately 30 feet tall. Most of the buildings are dispersed, surrounded by surface parking, and painted lighter colors (e.g., beige, light grey, white). The Hollywood-Burbank Airport is to the west and the south of the project site, with the existing terminal located approximately 0.25 mile to the south. ~~However, the Hollywood-Burbank Airport is planning to reconstruct its terminal in a location that would be adjacent to the proposed project.~~ The airport's runways and clear zones, comprise a generally open area that is outlined by industrial and commercial buildings. The two major roadways surrounding the project site are North San Fernando Boulevard to the north and North Hollywood Way to the east. North San Fernando Boulevard is a four-lane arterial lined with a sidewalk, utility poles, and cobrahead lights² to the south and railroad to the north. North Hollywood Way is a five-lane arterial with sidewalks on either side, lined with landscaping and street lighting. Traditional cobrahead lights are the most prevalent lighting features; however, there are sections of North Hollywood Way with decorative street lighting (such as in front of the three-story office building).

² A cobrahead light is a common name for a mercury vapor or sodium vapor luminaire in which the ballast and electronic components are contained in a body that is shaped roughly like a head of a cobra.

Chapter 4.2, Air Quality, of the Draft EIR

Page 4.2-28 and 4.2-29 is revised to state:

PDF-AIR-12: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate that the project is designed to meet mandatory CAL Green Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project shall incorporate the following energy and emission saving features:

- The project shall be designed and commissioned to meet LEED Silver or equivalent for core and shell.
- CAL Green Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The project shall recycle and balance on-site all non-hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
- Developer shall contribute a fair-share contribution in the amount of \$220,000 to the City of Burbank towards BurbankBus transit service in the Airport Area that will serve the Project site,
- The project shall include pre-wiring for solar panels.
- The project shall encourage the use of alternative modes of transportation by ~~installing the pre-wiring for 144 electric vehicle charging stations,~~ providing four bike share stations and increased access to the e-Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use for the Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- 177 of the project's parking stalls (8% of total) shall be electric vehicle (EV) charging stalls, of which, 115 shall be fully-installed with Level 2 EV chargers, 32 shall be pre-wired truck parking stalls, and 30 other pre-wired parking stalls. By implementing these project features, this project exceeds CalGreen Tier 1 standard for EV charging spaces.

PDF-AIR-3: Guide Signs. All truck tractor-semitrailers coming to the project site from the regional freeway system or leaving the project site to the regional freeway system shall use the Interstate 5 / Hollywood Way Interchange via Hollywood Way, the Interstate 5 / Buena Vista Interchange via Winona Avenue, or the Interstate 5 / Empire Avenue interchange via Empire Avenue. This requirement shall be included in all tenant lease agreements. In addition, signs shall be prominently posted at project exits directing truck drivers to Interstate 5. The signs and location of the signs shall be approved by the Community Development Director or his/her designee.

Page 4.2-30, the first paragraph has been updated as follows:

The project site is located in Burbank and currently has two zoning designations, Golden State Commercial/Industrial and Airport. As previously stated, the project would require a Burbank 2035 General Plan Amendment to change the land use designation from Airport to Golden State Commercial/Industrial for the western most 18-acre portion of the approximately 61-acre site. The project would redevelop the underutilized land into a mixed campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for ~~144 electric vehicle~~ 177 EV charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike share stations, and bicycle parking, and dedicating 60 parking stalls for use at the future Metrorail Link station, as per PDF-AIR-2. The project site is currently serviced by multiple bus routes provided by Los Angeles Metro and Burbank Bus, it will provide two more bus stops upon project buildout, one along North Hollywood Way and North San Fernando Boulevard. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando, providing on-street bike lanes along North Hollywood Way and Tulare Avenue, as well as operating a shuttle service to serve the Golden State District and the Metrolink stations. The project would also provide green street improvements along Tulare and North Kenwood Street. The project would also provide safe access and connectivity for pedestrians and bicyclists to the future Burbank Airport-North Metrolink Station. Overall, these project characteristics have the potential to reduce single occupancy vehicle trips and their associated criteria pollutant emissions. **Table 4.2-4**, project *Consistency with City of Burbank 2035 General Plan Air Quality Goals and Policies* summarizes the measures and features the project would incorporate to be consistent with the air quality goals and policies of the City's General Plan.

Page 4.2-31, the last row under “Goal: Reduction of Air Pollution” has been updated to the following:

Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs and shuttle system. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Consistent: The project would install the prewiring for ~~144~~ 177 onsite ~~electric vehicle~~-EV charging stations (115 of which would be fully-installed as Level 2 EV chargers), provide four bike sharing stations, and provide on street bicycle lanes along North Hollywood Way and Tulare Avenue. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the Citywide Transportation Management Organization and incorporate a shuttle system for the project. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.

Page 4.2-32, the first indented paragraph has been updated to the following:

MM-AIR-1: All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) and contribute fair share funding towards higher frequency of transit service for the Project site to help further reduce VMT emissions.

Chapter 4.3, Cultural Resources, of the Draft EIR

Page 4.3-27, top of the page, has been updated to the following:

MM-CUL-3: A qualified paleontologist, defined as a paleontologist who meets the standards of the Society of Vertebrate Paleontology (SVP), shall be retained by the project applicant to carry out all mitigation measures related to paleontological resources.

MM-CUL-4: Prior to the start of construction, ~~a construction~~, ~~the project applicant shall cause the qualified paleontologist, or his or her designee to~~ shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

Chapter 4.4, Energy, of the Draft EIR

Page 4.4-1, the second paragraph has been updated to the following:

In accordance with the intent of Appendix F of the *State CEQA Guidelines*, which requires an EIR to include a discussion of the potential energy impacts of a proposed project with an emphasis on avoiding or reducing inefficient, wasteful, or unnecessary consumption of energy, this Draft EIR includes relevant information and analyses that address the energy implications of the project. This section represents a summary of the project's anticipated energy needs, impacts, and conservation measures. As is discussed further below, the project would incorporate Project Design Features (PDFs), such as PDF AIR-1 (Construction Features), PDF AIR-2 (Design Elements), and PDF GHG-1 through 76 (Design Elements) that would minimize energy consumption. Information found herein, as well as other aspects of the project's energy implications, are discussed in greater detail elsewhere in this Draft EIR, including in Chapter 2, *Project Description*, Section 4.2, *Air Quality*, 4.6, *Greenhouse Gas Emissions*, and Appendix D of this Draft EIR.

Page 4.4-9, the paragraph at the top of the page that began on the preceding page has been updated to the following:

The energy usage required for project operations and routine and incidental maintenance activities is estimated based on the net change in energy demand from the new buildings and facilities compared to the existing restaurant. The energy usage takes into account building energy standards pursuant to the Title 24 Building Standards Code and CALGreen Code. Energy for transportation from employees and visitors to the project site is estimated based on the predicted number of trips to and from the project site and the estimated VMT. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) is estimated based on the total from the new buildings and facilities. The assessment also includes a discussion of the project's compliance with relevant energy-related regulations, Project Design Features (PDF AIR-2; PDF GHG-1 through 76), and land use transportation characteristics that would minimize the amount of energy usage during operations. These measures are also discussed in Chapter 2, *Project Description*, Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*, of this Draft EIR.

Page 4.4-9, the list of project design features has been updated to the following:

PDF GHG-1 through 76: (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).

PDF AIR-1: Construction Building Features: (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).

PDF AIR-2: Design Elements (refer to Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*).

Page 4.4-10, the second to last paragraph has been updated to the following:

A detailed discussion of the project's consistency with the GGRP is provided in Section 4.6, *Greenhouse Gas Emissions*. The analysis describes the consistency of the project with applicable plan goals and actions. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and PDF GHG-1 through 76, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics.

Page 4.4-14, the last paragraph has been updated to the following:

The project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment as compared to the existing commercial use. The project's estimated net operational electricity demand, including from water demand, is provided in **Table 4.4-2, Project Operational Energy Usage**. As shown in Table 4.4-2, the project would result in a projected consumption of electricity totaling approximately 12.94 million kWh per year. The existing restaurant and parking lots use approximately 0.59 million kWh per year. As such, the project would result in a net new consumption of electricity within the project site of 12.34 million kWh per year. Implementation of PDF GHG-1 through 76 and PDF AIR-2 would minimize the project's estimated electricity, water, and natural gas consumption. Measures found in PDF AIR-2 would increase energy efficiency, resulting in energy savings. However, the extent to which these energy savings can be accurately quantified is limited due to unavailability of specific data.

Page 4.4-15, the first paragraph on the page, under Table 4.4-2, has been updated to the following:

As discussed previously, the project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. As specified in PDF AIR-2 and PDF GHG-1 through 76, the project would be designed to include many energy and waste saving features that would allow the project to comply with and exceed the Title 24 standards and achieve greater energy savings than required by State regulations. Compliance with the Burbank Sustainable Action Plan would reduce energy and water consumption by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. The project would also support the recycling and waste diversion goals of the City by incorporating recycling collection areas in the

project design. As such, the project would minimize energy demand. Finally, the incorporation of mitigation measures MM-GHG-1 through MM-GHG-3 would ensure that the project uses its energy resources efficiently. Therefore, with the incorporation of these features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of electricity.

Page 4.4-15, the second full paragraph has been updated to the following:

As would be the case with electricity, the project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. As specified in PDF AIR-2 and PDF GHG-1 through 76, the project would be designed to include numerous energy saving features as well as waste reduction features that would allow the project to comply with and exceed the Title 24 standards and achieve greater energy savings than required by State regulations. As such, the project would minimize energy demand. Therefore, with the incorporation of these features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

Page 4.4-16, the last paragraph has been updated to the following:

The project's estimated operational transportation fuel demand is provided in Table 4.4-2. As discussed previously, the project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The project would redevelop the underutilized land into a mixed campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for ~~144~~ 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), providing four bike share stations, and numerous locations for bicycle parking. The project site is currently served by multiple bus routes provided by Los Angeles Metro and BurbankBus; and

Page 4.4-16, the last paragraph has been updated to the following:

With respect to operational transportation-related fuel usage, the project would support statewide efforts to improve transportation energy efficiency. The project would provide employment opportunities in close proximity to off-site residential, the project site is served by a high level of public transit, the project would encourage use of non-motorized vehicles by installing the prewiring for ~~144~~ 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the future Burbank Airport-North Metrolink station. The proximity to transit and existing off-site uses would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related fuel demand, as shown in Table 4.4-3. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by passengers, would reduce the project's consumption of gasoline and diesel.

Page 4.4-19, the last paragraph has been updated to the following:

BWP and SoCalGas update all load forecasts for electricity and natural gas services every year. Load growth forecasts for this area are determined using projection tools that use a number of sources of data, including past peak loading, population, development characteristics, and temperature history information. An outline of BWP forecast data sources are included in its

Integrated Resource Plan.³ SoCalGas and the CEC forecast future demand, as outlined in the California Gas Report.⁴ The proposed project's electricity and natural gas usage is expected to represent approximately 1.54 percent and 0.0051 percent of BWP's and SoCalGas's 2016 sales of electricity and natural gas, respectively; a small fraction of BWP's and SoCalGas's energy use (approximately 1.54 percent and 0.0051 percent, respectively) and therefore may constitute a discernible increase in the utilities' energy demands for electricity. However Even though the Project may constitute a discernible increase in the utilities' energy demands for electricity, per BWP's comment letter, the BWP is well aware of the Project's electricity needs and the substation requirement for loads above 5 MW has been satisfied by this Project per the Substation Agreement entered into in April 2017.⁵ Additionally, implementation of mitigation measures to ensure project efficiency would lessen the project's impact on overall energy demand. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with mitigation.

Page 4.4-23, the last paragraph has been updated to the following:

Buildout of the project and related projects in the region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to Federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012-2016 standards. As discussed previously, the project would provide employment opportunities in close proximity to off-site residential, the project site is served by a high level of public transit, the project would encourage use of non-motorized vehicles by installing the prewiring for 144 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the future Burbank Airport-North Metrolink station. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT pursuant to SB 375, and as outline in the 2016 RTP/SCS for the region, ~~which that~~ seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them"⁶ Related projects would need to demonstrate consistency with these goals and incorporate project design features or mitigation measures as required under CEQA, ~~which that~~ would also ensure related projects contribute to transportation energy efficiency. Furthermore, according to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels

³ Burbank Water and Power, 2015 Integrated Resource Plan, http://burbank.granicus.com/MapView.php?view_id=6&clip_id=7687&meta_id=311344. Accessed October 2017.

⁴ California Gas and Electric Utilities, 2016 California Gas Report, <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>. Accessed May 2017.

⁵ Burbank Water and Power (Electric), 2018 DR#16-0004646. Project Name Avion Burbank. Location: 3001 N Hollywood Way.

⁶ Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, page 16, <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed May 2017.

through 2040.⁷ Therefore, as the project would incorporate land use characteristics consistent with State goals for reducing VMT, the project would not have a cumulatively considerable impact related to transportation energy, and impacts would be less than significant.

Chapter 4.6, Greenhouse Gas Emissions, of the Draft EIR

Page 4.6-27, the list of project design features has been updated to the following:

PDF GHG-1: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will have 7.34 acres of landscaping area.

PDF GHG--2: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will plant approximately 1,000 new trees.

PDF GHG--3: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will use water-saving plumbing fixtures (indoor) and drip irrigation and drought tolerant plants for landscaping.

PDF GHG--4: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will be designed to reduce building energy needs by installation of cool roofs in all buildings; install operable windows for the office buildings; install skylights and clear story glass in the creative industrial and office to allow for natural lighting during the day; use Light-emitting diode (LED) lights in all outdoor areas; and Implement smart grid technology by installing “smart meters”

PDF GHG--65: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will provide users with the ability to use roof-mounted solar systems.

PDF GHG--76: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate the project will comply with the City of Burbank Sustainability Action Plan for 50 percent waste diversion by including solid waste disposal areas that can accommodate the collection and separation of recyclables and green waste.

Page 4.6-28, PDF-AIR-2 has been updated to the following:

PDF AIR-2: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate that the project will be designed to meet mandatory CALGreen Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project will incorporate the following energy and emission saving features:

- The project shall be designed and commissioned to meet LEED Silver or equivalent for core and shell.

⁷ United States Energy Information Administration, International Energy Outlook 2016, http://www.eia.gov/outlooks/ieo/liquid_fuels.cfm. Accessed May 2017.

- CALGreen Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The project shall recycle and balance all non-hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
- Developer shall contribute a fair-share contribution in the amount of \$220,000 to the City of Burbank towards BurbankBus transit service in the Airport Area that will serve the Project site,
- The project shall include passive cooling/heating features.
- The project shall include pre-wiring for solar panels.
- The project shall encourage the use of alternative modes of transportation by ~~installing the prewiring for 126 on-site electric vehicle charging stations,~~ providing four bike share stations and increased access to the Burbank Airport-North Metrolink station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use for the Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- 177 of the project's parking stalls (8% of total) shall be electric vehicle (EV) charging stalls, of which, 115 shall be fully-installed with Level 2 EV chargers, 32 shall be pre-wired truck parking stalls, and 30 other pre-wired parking stalls. By implementing these project features, this project exceeds CalGreen Tier 1 standard for EV charging spaces.

Page 4.6-33, the second paragraph from the bottom of the page has been updated as follows:

Consistent with SCAG's RTP/SCS alignment of transportation, land use, and housing strategies, the project would accommodate projected increases in travel demand by implementing smart land use strategies. The project would redevelop underutilized land into a mixed-use campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for ~~144~~ 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), providing four bike share stations, and numerous locations for bicycle parking. The project site is currently served by multiple bus routes provided by Los Angeles Metro and BurbankBus, and the project will provide two bus stops, one each along North Hollywood Way and North San Fernando Boulevard. Based on the high level of public transit, the Traffic Study applied a trip generation credit for the office, industrial, and hotel land uses, as well as an internal capture reduction for the retail portions of the project. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando. The project would provide safe access and connectivity for pedestrians and bicyclists to the Burbank Airport-North Metrolink station. Overall, these project

characteristics have the potential to reduce single occupancy vehicle trips and vehicle miles traveled, thus reducing their associated GHG emissions.

Page 4.6-35 last row and page 4.6-36 first row of the table have been updated to:

Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	Consistent. The standards would apply to all vehicles used by employees, hotel residents, and restaurant customers associated with the project. The project would install the prewiring for <u>444 177</u> electric vehicle (EV) charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers, exceeding the CALGreen Tier 1 standard for EV charging spaces.</u>
SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	Consistent. The project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The project would provide employment opportunities in close proximity to off-site residential, the project site is served by a high level of public transit, the project would encourage use of nonmotorized vehicles by installing the prewiring for <u>444177</u> electric vehicle (EV) charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers, four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the future Burbank Airport-North Metrolink Station.</u> The project would incorporate Project Design Features that would meet the applicable requirements of CALGreen Code.

Page 4.6-42, the second paragraph from the bottom of the page has been updated to:

As discussed in the tables above, the project's design and location would be consistent with applicable GHG reduction strategies recommended by the State, region, and City. In addition, implementation of PDFs would meet or exceed minimum regulatory requirements, and the project would support and be consistent with relevant and applicable GHG emission reduction strategies in SCAG's 2016 RTP/SCS. The project is a compact infill location and within a relatively short distance of existing transit stops, provides employment near current transit stops, and supports the use of alternative modes of transportation, such as installation of the prewiring for 444 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), providing four bike share stations, providing four bike share stations, and providing contribute fair share funding towards higher frequency transit service for the project site.. As a result, the project would be consistent with SCAG's 2016 RTP/SCS policies for the concentration of growth in proximity to transit.

Chapter 4.7, Hazard and Hazardous Materials, of the Draft EIR

Page 4.7-1, paragraph two is revised as follows:

Data used in this section includes information obtained from the Environmental Assessments and geotechnical studies prepared for the project site including *Phase I Environmental Site Assessment*, prepared by Ardent Environmental Group, January 2016 (Appendix G), *Soil Management Plan*, Ardent Environmental Group, March 2016 (Appendix G), *Phase I*

Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, by Ardent Environmental Group, February 2016, *Phase I Environmental Site Assessment and Document Review, Former Pacific Airmotive Corporation Property*, Ardent Environmental Group, June 2015 (Appendix G), *No Further Requirements for Chromium VI Investigation, Image Transform Laboratory*, California Regional Water Quality Control Board, Los Angeles Region (LARWQCB), December 2003 (Appendix G), *Additional Site Investigation Report Former Lockheed Martin Plants A-1 North, B-1, B-6 and C-1*, by Tetra Tech, 2014 (Appendix G), *Results of a Subsurface Investigation and Human Health Risk Assessment Portions of Former Lockheed Plant B6 Burbank, California*, Ardent Environmental Group, February 2016 (Appendix G), *Limited Soil Sampling, SG-27, SG-32, and SG-35, Trust Property, Burbank, California*, Ardent Environmental Group, March 2016 (Appendix G), *Soil Gas Survey and Vapor Intrusion Evaluation Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California*, Ardent Environmental Group, July 2015 (Appendix G), *Results of a Soil Gas Survey Former Aviall Parking Lot Property, 3120 and 3130 Kenwood Street Burbank, California*, Ardent Environmental Group, March 2016 (Appendix G).

The addition of these reports does not change the findings of the environmental analyses presented in the Draft EIR.

Page 4.7-16, the following is added at the end of the South Coast Air Quality Management District section:

SCAQMD Rule 1466, Control of Particulate Emissions from Soils with Toxic Air Contaminants (TAC), requires minimization of the amount of off-site fugitive dust emissions containing toxic air contaminants by reducing particulate emissions in the ambient air as a result of earth-moving activities, including, excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable toxic air contaminants from sites.⁸ Pertinent to Rule 1466, the TAC of concern at the Project site is hexavalent chromium. An NFA was received from the LARWQCB in 2003 indicating no further requirements for soil investigation, specifically for chromium, on the project site. In August 2015, the LARWQCB concurred with Tetra Tech through a letter that based on no detectable to low concentrations of hexavalent chromium in soil samples analyzed, the Project site did not pose a significant source of hexavalent chromium to groundwater. Based on these site information, there is low likelihood that elevated concentrations TACs (i.e., hexavalent chromium) are present in soils. However, should TAC contaminated soil encountered during Project construction, the Project will need to comply with Rule 1466.

Chapter 4.8, Hydrology and Water Quality, of the Draft EIR

Page 4.8-24, last paragraph is revised to state:

Related projects in the vicinity of the proposed project are presented in Chapter 6, *Alternatives*, of this Draft EIR. The geographic scope for cumulative impacts related to water quality and hydrology encompasses the project site and the land uses within a 1-mile radius of the project. Other projects in the general vicinity include a variety of residential, industrial, and commercial. The nearest related project would be the Hollywood-Burbank Airport Replacement Terminal the Burbank Airport-North Metrolink Station near the intersection of Hollywood Way and Cohasset

⁸ SCAQMD, 2017. Rule 1466. Control of Particulate Emissions from Soils with Toxic Air Contaminants. Available at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf?sfvrsn=19>. Accessed October 2018.

Street which is adjacent north of to the project site. All of these projects have the potential to result in construction- and operation water quality impacts, which that could result in cumulatively significant impacts.

Chapter 4.9, Land Use and Planning, of the Draft EIR

Page 4.9-9, the “Policy 1.5” and “Policy 1.9” rows have been updated as follows:

Policy 1.5	Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.	Consistent. The project would incorporate PDFs for construction and operation to reduce air quality impacts. For construction, the project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions (this applies to operations as well). For operations, the project would incorporate mandatory and voluntary measures of the CALGreen Code. The project would reduce energy and water consumption, plant 1,000 trees, provide <u>the</u> prewiring for 444 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike share stations, and connectivity to the Burbank Airport-North Metrolink station.
Policy 1.6	Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	Consistent. The project would use off-road equipment that meets USEPA Tier 4 engine standard and comply with appropriate dust control measures (SCAQMD Rule 403) and the Air Toxic Control Measure to reduce idling emissions.
Policy 1.9	Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent. The project would install <u>the</u> prewiring for 444 177 electric vehicle charging stations (115 of which would be fully-installed as Level 2 EV chargers), provide four bike sharing stations, and provide on-street bicycle lanes along North Hollywood Way and Tulare Avenue. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the Citywide Transportation Management Organization. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.

Page 4.9-1 and 4.9-2, last paragraph on p. 4.9-1 that continues on the top of p. 4.9-2 is revised to state:

~~The Replacement Terminal project at the Airport, which is designed to replace the existing terminal, is planned to be located northeast of the Airport’s runways. The proposed project would be located adjacent to this new terminal. The Hollywood-Burbank Airport is located to the south and west of the project site. North Hollywood Way is immediately east of the project site, and North San Fernando Boulevard and Cohasset Street are north of the project site.~~

Chapter 4.11, Population and Employment, of the Draft EIR

The first whole paragraph on page 4.11-6 is revised as follows:

The proposed project does not include a residential component and thus would not directly increase the City’s population. However, development of the proposed project would increase

employment opportunities, which could indirectly increase the population as new jobs could entice new residents. Specifically, operation of the proposed project would result in 2,119 direct jobs along with 327 indirect jobs. As stated above, the number of jobs in the City was 96,668 jobs in 2010.⁹ The Burbank 2035 General Plan projects the number of jobs within the City to increase to 125,461 jobs in 2035, which would be an increase of ~~66,941~~30,529 jobs over the ~~2025~~-year planning period. In 2016, SCAG updated its RTP/SCS and increased the projection future jobs in the City to 141,900 in 2035, which represents an additional 16,439 jobs from the General Plan projections. SCAG coordinated with the City on the updated jobs projections, and the 2016 RTP/SCS estimates better reflect the present economic climate of the City. Since the proposed project would add 2,119 direct jobs and 327 indirect jobs to the City's existing economy, operation of the project would indirectly induce population growth within the City. However, the City has already accounted for this increase in the number of jobs within the General Plan and SCAG projections where the environmental impacts of that growth has been assessed and mitigated, if necessary, in the CEQA documents for the General Plan and 2016 RTP/SCS.

Chapter 4.13, Transportation and Traffic, of the Draft EIR

Pages 4.13-49 through 4.13-59 are revised as follows:

MM TRANS-1: North Hollywood Way & Tulare Avenue (Intersection No. 3): In order to mitigate the impact at North Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- The northbound approach (Hollywood Way) would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. In addition, it would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing southbound Class II bicycle lanes would be separated from vehicular traffic by a raised five-foot sidewalk bicycle lane separated from the street by a inside-of-the 5-foot green bio-swale, and separated from the sidewalk with an 18-inch-wide demarcation with of colored concrete or truncated domes separating the sidewalk, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps. The existing northbound Class II bicycle lanes would be separated from the travel lanes three by a painted buffer of at least feet along with semi-permanent devices such as bollards just north of Tulare Avenue.
- The eastbound approach (Tulare Avenue) would be widened to include one left-turn lane and one through/right-turn lane.
- The southbound approach (Hollywood Way) would be widened to include one southbound right turn lane so that the southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane.

⁹ Southern California Association of Governments (SCAG), 2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Final Growth Forecast by Jurisdiction. http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf. Accessed January 17, 2018.

The eastbound approach is set to be redesigned as part of the proposed project, and could accommodate the two lanes proposed in this mitigation measure. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is not wide enough to accommodate the additional northbound lanes and maintain the three current southbound through lanes. In order to accommodate this mitigation and to widen the sidewalk to 8 to 10 feet as prescribed in the City's General Plan, Hollywood Way would need to be widened by 5 feet on the west side along the project's frontage between the North San Fernando Boulevard/North Hollywood Way SW intersection and Winona Avenue, ~~which that~~ would require acquiring right-of-way from the project. In addition, the west side of Hollywood Way would have to be widened by an additional 10 feet (15 feet total) from the centerline of Tulare Avenue to a point approximately 300 feet south of Tulare Avenue, whereby the widening would taper from 15 feet back to 5 feet over a distance of an additional 300 feet (for a total of 600 feet south of Tulare Avenue). Also, the west side of Hollywood Way would have to be widened by an additional 19 feet (24 feet total) from the centerline of Tulare Avenue to a point approximately 150 feet north of Tulare Avenue. As this mitigation measure would only require right-of-way from the project to be implemented, and because the existing bicycle lanes are being further protected, it would not violate any of the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level under Existing plus Project conditions.

MM TRANS-2: North Hollywood Way & Winona Avenue (Intersection No. 4): In order to mitigate the impact at North Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, one through/right-turn lane.
- Existing northbound bicycle lanes would be maintained and improved on Hollywood Way by installing a painted buffer of at least 2 feet between Burton Way and Winona Avenue; 5-foot bike lanes would be maintained between Thornton Avenue and Burton Way. Existing southbound bike lanes would be maintained by a width of at least 5 feet between Thornton Avenue and Winona Avenue.

North Hollywood Way & Thornton Avenue (Intersection No. 54): The same mitigation measure described above under Existing plus Project conditions (MM TRANS-2) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & ~~Thornton~~ Winona Avenue would also reduce the cumulative impact under Future plus Project conditions.

MM TRANS-3: North Hollywood Way & Thornton Avenue (Intersection No. 5): In order to mitigate the impact at North Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. The project applicant shall coordinate with the City to ~~make a fair share payment for and~~ implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, and one through/right-turn lane.
- Southbound Hollywood Way would be restriped to convert the southbound right-turn lane into a southbound through/right-turn lane, resulting in the following configuration: one left turn lane, two through lanes, and one through/right-turn lane. The third southbound departure lane shall merge into the southbound ramp to Empire Avenue at Avon Street.
- The existing raised median will be reconstructed between Avon Street and Thornton Avenue, southbound Hollywood Way would be widened by 4 feet within public right of way between Thornton Avenue and the private fast food complex driveway, and the southbound sidewalk would be maintained at 12-feet, to accommodate the new travel lane.
- Existing bicycle lanes would be maintained and improved on Hollywood Way. Existing 5 foot northbound and southbound bicycle lanes would be maintained on Hollywood Way between Thornton Avenue and Burton Way. Existing bicycle lanes would be widened to 6 feet wide northbound and southbound on Hollywood Way between Avon Street and Thornton Avenue.

MM TRANS-4: North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No.30): In order to mitigate the significant impact at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps to a less than significant level, the intersection would need to be redesigned. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:

- The intersection would be redesigned to accommodate an uncontrolled eastbound right-turn lane. The new design would require acquisition of right-of-way from the project, and would extend the planned southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue.
- The redesign would shift bicycles from the Class II on-street facility to an off-street protected Class IV facility, to avoid vehicles weaving across bicycle traffic. The bicycle lanes would be separated from vehicular traffic by a raised five-foot sidewalk bicycle lane separated from the street by a 5-foot green street bio-swale, and separated from the sidewalk with a demarcation of colored concrete or truncated domes, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps.

MM TRANS-7: North Hollywood Way & Alameda Avenue (Intersection No. 11): In order to mitigate the cumulative impact at North Hollywood Way & Alameda Avenue to

a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane.¹⁰

Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.

MM TRANS-8: North Hollywood Way & Olive Avenue (Intersection No. 13): In order to mitigate the cumulative impact at North Hollywood Way & Alameda Avenue to a less than significant level, westbound and eastbound approaches would need to be reconfigured, resulting in a new peak period parking restriction. The project applicant shall design and construct the following improvements prior to the City issuing the first certificate of occupancy for the project. Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.

- Implement PM peak period parking restriction in the westbound direction of Olive Avenue.
- Reconfigure the westbound approach to include one left-turn lane, two through lanes and one shared through/right-turn lane.
- Restripe the eastbound approach to include two left-turn lanes, two through lanes, and one through/right-turn lane (may require alteration to the existing median).

North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): The same mitigation measure described above under Existing plus Project conditions (~~Mitigation Measure 4.13-4~~ **MM TRANS-8**) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & North San Fernando

¹⁰ The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersection are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable.

Boulevard Eastbound Ramps would also reduce the cumulative impact under Future plus Project conditions.

MM TRANS-9: North San Fernando Boulevard & Cohasset Street (Intersection No. 32): To mitigate the significant pedestrian impact at the North San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The project applicant shall coordinate with the City and the City of Los Angeles to ~~make a fair share payment for and~~ implement the following intersection improvements prior to issuance of the first certificate of occupancy, subject to the approval of the City and the City of Los Angeles⁸:

- Install a traffic signal.
- Construct curb extension and pedestrian ramp at the signalized intersection.
- Coordinate signal timing with other traffic signals on North San Fernando Boulevard to maintain traffic flow.

North San Fernando Boulevard & Cohasset Street (Intersection No. 32): The same pedestrian mitigation measure described above (MM TRANS-9) would also reduce the proposed project's incremental increase in V/C to a less than significant level at North San Fernando Boulevard & Cohasset Street under cumulative Future plus Project conditions.

Chapter 4.15, Utilities, of the Draft EIR

Page 4.15-15, Table 4.15-3, is revised as follows:

**TABLE 4.15-3
OPERATIONAL PROJECT SOLID WASTE GENERATION ESTIMATES**

Project Component	Component Details	Generation Rate*	Units of Measure*	Pounds of Solid Waste Generated Per Day
Industrial	1,014,887 1,004,307 sq ft	1.42	lbs/100 sq ft/day	14,411
Office	142,500 sq ft	0.006	lbs/sq ft/day	855
Retail	15,475 sq ft	0.046	lbs/sq ft/day	712
Hotel	166 rooms	2	lbs/room/day	332
TOTAL				16,310

SOURCE: CalRecycle 2016

Chapter 4.16, Wind Effects, of the Draft EIR

Page 4.16-4, the third bullet under Section 4.16.5, is revised as follows:

PDF WIND-1: The basic elements of the project that are important for the analysis of wind effects include: the external shape, placement and orientation of the proposed buildings and parking areas; and the proposed landscaping. The essentials of the proposed project with respect to the wind analysis are summarized below:

- The proposed project would accommodate a six-story, hotel, which would be a maximum of 69 feet tall. The façade of the hotel, at the north-east corner of the

project site, would align with the frontage of North San Fernando Boulevard. All of the other proposed project buildings would be aligned with their sides running true E-W and true N-S.

- The office component, located in the north-east quadrant of the project site, would consist of nine two-story buildings, ranging between 6,500 and 22,500 square feet.
- The industrial component would occupy most of the project site and would be six industrial buildings ranging in size from approximately ~~93,500~~ 93,158 to ~~282,500~~ 281,962 square feet. Five buildings would be oriented with their long sides aligned N-S, parallel to Hollywood Way, while the sixth building, at the south end of the project site would have its long side aligned E-W, on the south boundary of the project site.

Chapter 5.0, Other CEQA Considerations, of the Draft EIR

Page 5-15, top of page that includes the ending of a paragraph that began on the preceding page, is revised as follows:

...project would include an industrial component comprising six industrial buildings totaling ~~1,014,887~~ 1,004,387 square feet. The individual building sizes would range from ~~93,583~~ 93,158 to ~~282,466~~ 281,962 square feet ~~and would be divisible down to 27,220 square feet.~~

Chapter 6.0, Alternatives, of the Draft EIR, of the Draft EIR

Page 6-8, the last full paragraph on the page, has been updated to the following:

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and ~~Mitigation Measures PDFs~~ GHG-1 through ~~76~~, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

Page 6-9, the second full paragraph has been revised to the following:

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDFs-GHG-1 through ~~76~~, PDFs-AIR-1 and 2, and mitigation measures GHG-1 through ~~43~~.

Page 6-26, the second to last paragraph has been revised to the following:

Due to the fact that the total building square footage is similar to but less than the proposed project, construction under Alternative 2 would be ~~also be less than similar with~~ the proposed project. Development of office land uses requires far more construction than industrial. Building

systems, steel, HVAC, glazing, electrical, drywall, etc. Construction impact under Alternative 2 will therefore be potentially significant.

Page 6-27, the first paragraph has been revised to the following:

For the operational phase of Alternative 2, ~~since even though~~ the total building square footage is reduced from the proposed project, area emission sources and the total energy use ~~would also~~ may not be reduced from the proposed project because hotel and office buildings consume more energy (e.g., lighting, HVAC etc) than industrial buildings for the same square footage. However, Alternative 2 would generate about 11,794 net daily trips, which is greater than the proposed Project's 8,984 net daily trips. Because area sources and energy use are the small contributors and mobile sources (vehicles) are the major contributors to criteria pollutant operational emissions, the operational impact of Alternative 2 is likely to be increased from the proposed project, given the increased number of trips generated by the increased office and hotel uses and the increased energy uses.

Page 6-29, the second to last paragraph has been revised to the following:

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and ~~Mitigation Measures PDFs~~ GHG-1 through 76, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

Page 6-30, the second full paragraph has been revised to the following:

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCalGas, these utilities would be expected to meet the project's demand for electricity and natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDFs-GHG-1 through 76, PDFs-AIR-1 and 2, and mitigation measures GHG-1 through 43.

Page 6-30, the second to last paragraph has been revised to the following:

Alternative 2 would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. In addition, as provided in PDF AIR-2 and ~~Mitigation Measures PDFs~~ GHG-1 through 76, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. Alternative 2 would be consistent with the applicable goals and actions to minimize energy use from City, State, and Federal energy conservation plans and regulations. Therefore, Alternative 2 would be consistent with the City's applicable plans for conserving

energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards. Impacts would be less than significant, similar to the proposed project.

Page 6-30, the first paragraph has been revised to the following:

Implementation of Alternative 2 will slightly increase the operational demand for natural gas and electricity resources including for water supply, conveyance, distribution, and treatment, as compared to the proposed project. Utility supply and infrastructure impacts would be slightly greater than those of the proposed project; however, the City would still have the capacity to serve the slightly increased demand under Alternative 2. Therefore, with implementation of PDFs-GHG-1 through 76, PDFs-AIR-1 and 2, and mitigation measures GHG-1 through 43, impacts would be less than significant, similar to the proposed project

Page 6-31, the second full paragraph has been revised to the following:

Alternative 2 is an infill development located next to available transit options and has implemented PDFs to reduce fuel usage and encourage alternative transit modes which would minimize operational transportation fuel demand consistent with State and City goals. However, Alternative 2, because of the increased hotel and industrial uses would increase daily auto trips over the proposed project which would result in more transportation fuel impacts. Operation of Alternative 2 would not result in the wasteful, inefficient, or unnecessary consumption of transportation fuel even though more tips would be associated with it because, like the proposed project, it would minimize operational transportation fuel demand consistent with State and City goals and impacts would be less than significant with mitigation, similar to the proposed project.

Page 6-33, the last paragraph has been revised to the following:

Alternative 2 would also implement Mitigation Measures AIR-1, AIR-2, and AIR-3, which would reduce mobile source emissions. Even though the total building square footage would be reduced under Alternative 2, which would reduce building GHG emissions from building GHG emissions associated with electricity use, natural gas use, water conveyance, wastewater treatment and solid waste may not be reduced over those of the proposed project because of the decreased square footage hotel and office buildings (for which the square footage increased in Alternative 2) have higher consumption rate than industrial buildings (for which the square footage decreased in Alternative 2) for the same square footage. However, increased traffic associated with Alternative 2 would increase mobile source emissions by approximately 30percent and resulting in a net increase in GHG emissions over the proposed project. Therefore, operation under Alternative 2 would result in greater GHG emissions and associated impacts than the proposed project.

Page 6-34, the second full paragraph has been revised to the following:

Alternative 2 is expected to be consistent with local, regional, and State's plans and programs adopted for the purpose of reducing the emissions of GHGs. Because Alternative 2's location, land use characteristics, and design would be consistent with statewide and regional climate change mandates, plans, policies, and recommendations, and with the City's GGRP and CAL Green Code, the alternative would be consistent with and would not conflict with any applicable plan, policy, regulation or recommendation to reduce GHG emissions. The Alternative's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along

with implementation of Mitigation Measures AIR-1, AIR-2, ~~and AIR-3~~, GHG-1, GHG-2, and GHG-3, would minimize Alternative 2's GHG emissions and render GHG impacts less than significant, similar to the proposed Project.

Page 6-50, fourth paragraph, is revised to state:

Alternative 2 would introduce new land uses to the project site that would generate wastewater requiring treatment. Alternative 2 is expected to generate an estimated approximately 1,123,118 1,128,188 gpd of wastewater. (See wastewater calculations for Alternative 2 in Appendix L). ~~This, which~~ is greater than that of the proposed project. Similar to the proposed project, Alternative 2 would require a connection to the existing sanitary sewer system, which is currently insufficient to meet the its anticipated demand. However, compliance with Mitigation Measure MM-UTIL-1 would require the project to fund sewer upgrades necessary in order for the project to have sufficient capacity to accommodate the increase of wastewater under this alternative. Similar to the proposed project, compliance with UTIL-1 would result in less than significant impacts related to the expansion of wastewater treatment facilities. The project would also result in less than significant impacts related to determination by a wastewater treatment provider that they would have ~~inadequate~~ capacity to serve the project.

Alternative 2 would require an estimated 236,238 gpd (265 AFY) of water to operate. (See potable water calculations for Alternative 2 in Appendix L). ~~This which~~ is greater than the proposed project's total water demand of 186 AFY ~~given the additional development proposed under Alternative 2~~. Similar to the proposed project, it is assumed the demand associated with Alternative 2 has been accounted for in water demand projections, and there would be sufficient water supplies available during Alternative 2 operation. Further, Alternative 2 would be required to comply with CALGreen water-efficient plumbing requirements as well as the City's Sustainable Water Use Ordinance to encourage water conservation. Therefore, impacts related to water would be less than significant.

Page 6-57, the last paragraph on the page has been revised to the following:

The proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would be consistent with the applicable goals and actions to minimize energy use. In addition, as provided in PDF AIR-2 and ~~Mitigation Measures~~ PDFs GHG-1 through 76, the project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. As a result, the proposed project would implement PDFs and Mitigation Measures and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's GGRP. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

Page 6-58, the third full paragraph has been revised to the following:

Implementation of the project will increase the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the current project site usage. Based on the required load forecast projections by BWP and SoCal Gas, these utilities would be expected to meet the project's demand for electricity and

natural gas services and supply and infrastructure impacts would be less than significant with implementation of PDFs-GHG-1 through 76, PDFs-AIR-1 and 2, and mitigation measures GHG-1 through 43.

Page 6-58, the last paragraph has been revised to the following:

Alternative 3 would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. In addition, as provided in PDF AIR-2 and ~~Mitigation Measures~~PDFs GHG-1 through 76, this alternative would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features and VMT reduction land use characteristics. Alternative 3 would be consistent with the applicable goals and actions to minimize energy use from City, State, and Federal energy conservation plans and regulations. Therefore, Alternative 3 would be consistent with the City's applicable plans for conserving energy and would not conflict with any adopted energy conservation plans or violate any State or Federal energy standards. Impacts would be less than significant, similar to the proposed project.

Page 6-59, the second full paragraph has been revised to the following:

Implementation of Alternative 3 will decrease the demand for electricity resources including for water supply, conveyance, distribution, and treatment, natural gas, and transportation fuel demand over the proposed project. The required load for Alternative 3 would be less than the proposed project, forecasted projections by BWP and SoCalGas, show that the utilities would be able to meet Alternative 3's demand for electricity and natural gas services, since they can meet the demand of the proposed project. Utility supply and infrastructure impacts would be less than significant with implementation of PDF-GHG-1 through 76, PDF-AIR-1 and 2, and mitigation measures GHG-1 through 43, similar to the proposed project.

Appendix B, Air Quality Technical Report, of the Draft EIR

Page 6, PDF-AIR-2 has been revised as such:

PDF-AIR-2: Design Elements. Prior to the issuance of building permits, the project applicant shall demonstrate that the project will be designed to meet mandatory CALGreen Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project will incorporate the following energy and emission saving features: ~~will be designed to meet CAL Green Tier 1 criteria in addition to mandatory CAL Green Building Standards, the project will incorporate the following mandatory and voluntary energy and emission saving features:~~

- The project shall be designed and commissioned to meet LEED Silver or equivalent for core and shell.
- CALGreen Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The project shall recycle and balance all non-hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).

- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
- The project ~~will contribute to BurbankBus~~ shall contribute fair share funding towards higher frequency transit service for project site.
- The project shall include passive cooling/heating features.
- The project shall include pre-wiring for solar panels.
- The project shall encourage the use of alternative modes of transportation by ~~installing the prewiring for 126 on-site electric vehicle charging stations,~~ providing four bike share stations and increased access to the Burbank Airport-North Metrolink station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use and shall maintain the parking lot at the Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- 177 of the project's parking stalls (8% of total) shall be electric vehicle (EV) charging stalls, of which, 115 shall be fully-installed with Level 2 EV chargers, 32 shall be pre-wired truck parking stalls, and 30 other pre-wired parking stalls. By implementing these project features, this project exceeds CalGreen Tier 1 standard for EV charging spaces.

Page 41, the third row in the table has been updated to:

The project site is located Burbank and currently has two General Plan designations, Golden State Commercial/Industrial and Airport. As previously Stated, the project would require a General Plan Amendment to change the land use designation from Airport to Golden State Commercial/Industrial for the ~~western-most~~ central 18-acre portion of the approximately 61-acre site. The project would redevelop the underutilized land into a mixed campus that would provide retail amenities to serve the project and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for ~~126~~ 177 electric vehicle-EV charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike share stations, and bicycle parking, and dedicating 40 parking stalls for use at the future Metrorail Link station, as per PDF-AIR-2. The project site is currently serviced by multiple bus routes provided by Los Angeles Metro and BurbankBus, it will provide two more bus stops upon project buildout, one along North Hollywood Way and North San Fernando Blvd. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando, providing on-street bike lanes along North Hollywood Way and Tulare Avenue, as well as operating a shuttle service to serve the Golden State District and the Metrolink stations. The project would also provide safe access and connectivity for pedestrians and bicyclists to the future Burbank Airport-North Metrolink Station Overall, these project characteristics have the potential to reduce single occupancy vehicle trips and their associated criteria pollutant emissions. Table 6, *Project Consistency with the Burbank 2035 General Plan Air Quality Goals and Policies* summarizes the measures and features the project would incorporate to be consistent with the air quality goals and policies of the City's General Plan.

Page 42, the third row of the table has been updated to the following:

Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs and shuttle system. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.

Consistent: The project would install the prewiring for ~~426~~ 177 onsite ~~electric vehicle~~ EV charging stations (115 of which would be fully-installed as Level 2 EV chargers), provide four bike sharing stations, and provide on street bicycle lanes along North Hollywood Way and Tulare Avenue. The project would also implement mitigation measures to reduce single occupancy vehicle trips and encourage the use of public transit. The project would participate in the Citywide Transportation Management Organization and incorporate a shuttle system for the project. Potential measures include: providing incentives for employees to use public transportation such as discounted transit passes, reduced ticket prices; and implementing ridesharing programs, such as carpools/vanpools.

First page of Appendix B of the Air Quality Technical Report, under the Design Features heading, has been revised as follows:

2. Project shall include 177 electric vehicle charging stations, of which, 115 shall be fully-installed as Level 2 EV chargers, 44 shall be pre-wired truck parking stalls, and 18 other pre-wired parking stalls. By implementing these project features, this project exceeds CalGreen Tier 1 standard for EV charging spaces ~~442 electric vehicle charging stations;~~

Appendix F, Greenhouse Gas Technical Report, of the Draft EIR

Page ES-1, the second paragraph has been updated to:

The project would incorporate features to encourage use of public transit and alternative modes of transportation by installing two bus stops, the prewiring for 177 parking stalls for ~~426 electric vehicle~~ EV charging stations (115 of which would be fully-installed as Level 2 EV chargers), four bike share stations, providing on-street bike lanes for surrounding streets, providing shuttle service for the Golden State District including service to the Metrolink stations, as well as providing a walkway and bike path connecting the project to the future Burbank Airport-North ~~Bob Hope Airport Hollywood Way~~ Metrolink Station. The project commercial components would also be designed to meet CALGreen Tier 1 energy efficiency criteria and as a public benefit would provide ~~40~~ 60 parking stalls dedicated for use at the future Metrolink station mentioned above.

Page 7, PDF-AIR-2 has been updated as such:

PDF-AIR-2: Design Elements. Prior to the issuance of building permits, ~~the project applicant shall demonstrate that the project will be designed to meet mandatory CALGreen Building Standards, and for commercial components the CAL Green Tier 1 energy efficiency criteria. In addition, the project will incorporate the following energy and emission saving features: will be designed to meet CALGreen Tier 1 criteria in addition to mandatory CAL Green Building Standards, the project will incorporate the following mandatory and voluntary energy and emission saving features:~~

- The project shall be designed and commissioned to meet LEED Silver or equivalent for core and shell.

- CALGreen Tier 1 requires recycle and/or salvage at least 65 percent of non-hazardous construction and demolition debris. The project shall recycle and balance all non-hazardous construction and demolition debris.
- The project shall use water efficient landscaping and native drought tolerant plants.
- The project shall include easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials such as paper, corrugated cardboard, glass, plastics, metals, and landscaping debris (trimmings).
- The project shall include efficient heating, ventilation, and air conditioning (HVAC) systems.
- ~~The project will contribute to BurbankBus~~ shall contribute fair share funding towards higher frequency transit service for project site.
- The project shall include passive cooling/heating features.
- The project shall include pre-wiring for solar panels.
- The project shall encourage the use of alternative modes of transportation by ~~installing the prewiring for 126 on-site electric vehicle charging stations,~~ providing four bike share stations and increased access to the Burbank Airport-North Metrolink station for the Antelope Valley Metrorail Link.
- As a public benefit, the project shall provide 60 parking stalls for dedicated use and shall maintain the parking lot at the Burbank Airport-North Metrolink Station for the Antelope Valley Metrorail Link.
- 177 of the project's parking stalls (8% of total) shall be electric vehicle (EV) charging stalls, of which, 115 shall be fully-installed with Level 2 EV chargers, 32 shall be pre-wired truck parking stalls, and 30 other pre-wired parking stalls. By implementing these project features, this project exceeds CalGreen Tier 1 standard for EV charging spaces.

Page 47, second paragraph has been updated to:

Consistent with SCAG's RTP/SCS alignment of transportation, land use, and housing strategies, the project would accommodate projected increases in travel demand by implementing smart land use strategies. The project would redevelop the underutilized land into a mixed campus that would provide retail amenities to serve Avion Burbank and surrounding businesses, encourage alternative modes of transportation by installing the prewiring for ~~126~~¹⁷⁷ electric vehicle (EV) charging stations (115 of which would be fully-installed as Level 2 EV chargers), providing four bike share stations, and numerous locations for bicycle parking. The project site is currently served by multiple bus routes provided by Los Angeles Metro and BurbankBus; and will provide two bus stops, one along North Hollywood Way and North San Fernando Blvd. Based on the high level of public transit, the Traffic Study applied a trip generation credit for the office, industrial, and hotel land uses, as well as an internal capture reduction for the retail portions of the project. The project would also include circulation improvements by widening and extending surrounding streets such as Hollywood Way, Tulare, Kenwood, Cohasset, and San Fernando. The project would provide safe access and connectivity for pedestrians and bicyclists to the future Burbank Airport-North Metrolink Station. Overall, these project characteristics have the potential to reduce single occupancy vehicle trips and vehicle miles traveled, thus reducing their associated GHG emissions.

Page 45, the row in the Advance Clean Cars program has been revised to the following:

<p>Advanced Clean Cars Program</p>	<p>In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.</p>	<p>Consistent. The standards would apply to all vehicles used by employees, hotel residents, and restaurant customers associated with the project. The project would install the prewiring for 426<u>177</u> parking stalls for electric vehicle EV charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers, exceeding the CALGreen Tier 1 Standard for EV charging spaces.</u></p>
<p>SB 375</p>	<p>SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.</p>	<p>Consistent. The project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The project would provide employment opportunities in close proximity to off-site residential, the project site is served by a high level of public transit, the project would encourage use of nonmotorized vehicles by installing the prewiring for 444<u>177</u> electric vehicle charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers (exceeding CALGreen Tier 1 standards)</u>, four bike sharing stations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and connectivity to the future Burbank Airport-North Metrolink Station. The project would incorporate Project Design Features that would meet the applicable requirements of CALGreen Code.</p>

Page 49, the table on this page has been updated to the following:

<p>Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.</p>	<p>Consistent: The project would meet the CALGreen criteria, and CALGreen Tier 1 energy efficiency criteria for commercial components, which would reduce energy and water consumption. During construction, the project will recycle and balance all demolition debris and excavated soil, so there will be no haul truck trips. During construction and operations, trucks on-site would be limited to five minutes of idling, consistent with the ATCM.</p>
<p>Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.</p>	<p>Consistent: The project would encourage the use of non-motorized vehicles by installing the prewiring for providing 426<u>177</u>-electric vehicle EV charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers (exceeding CalGreen Tier 1 standard)</u>, four bike sharing stations, on-street bicycle lanes along North Hollywood Way and Tulare Avenue, and numerous bike parking locations throughout the mixed use campus.</p>
<p>Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.</p>	<p>Consistent: The project would achieve energy and water consumption reductions by meeting CALGreen criteria, and CALGreen Tier 1 energy efficiency level criteria for commercial projects. The project is a mixed used campus with creative office and industrial spaces, retail, and a hotel. The project would have sufficient and safe pathways for bicyclists and pedestrians to navigate the campus. The project is served by a high level of transit with multiple bus stops and routes, as well being 0.9 miles from the current Burbank Airport-North Metrolink Station and will be adjacent to the future Burbank Airport-North Metrolink Station. The project would result in approximately 2,119 full-time employment jobs.</p>

<p>Policy 2.4: Require new projects to contribute to the City's transit and/or non-motorized transportation network in proportion to its expected traffic generation.</p>	<p>Consistent: The project would provide two bus stops adjacent to the project along North Hollywood Way and San Fernando. The project would encourage the use of non-motorized travel to the project Site by installing prewiring for 426-177 electric vehicle EV charging stations, <u>115 of which would be fully-installed as Level 2 EV chargers (exceeding CalGreen Tier 1 standard)</u>, providing four bike share stations, numerous bicycle parking locations, on-street bike lanes along North Hollywood Way and Tulare Avenue, and would provide 60 parking spots for the dedicated use of the future Burbank Airport-North Metrolink Station. The project would also provide a shuttle service for the Golden State District including Metrolink stations.</p>
---	--

Page 53, the last paragraph has been updated to the following:

As discussed in the tables above, the project's design and location would be consistent with applicable GHG reduction strategies recommended by the State, region, and City. In addition, implementation of PDFs would meet or exceed minimum regulatory requirements, and the project would support and be consistent with relevant and applicable GHG emission reduction strategies in SCAG's 2016 RTP/SCS. The project is a compact infill location and within a relatively short distance of existing transit stops; providing employment near current transit stops, and supports the use of alternative modes of transportation, such as installation of prewiring for ~~426-177~~ electric vehicle (EV) charging stations, 115 of which would be fully-installed as Level 2 EV chargers (exceeding CalGreen Tier 1 standard), providing four bike share stations, and providing two bus stops in addition to shuttle system for the project area. As a result, the project would be consistent with SCAG's 2016 RTP/SCS policies for the concentration of growth in proximity to transit.

Page 57, the 3rd paragraph has been updated to the following:

The project would be consistent with applicable GHG reduction strategies recommended by the State. The project would be designed to meet and/or exceed the CALGreen mandatory requirements and CALGreen Tier 1 energy efficiency criteria for commercial components, and incorporate features to reduce resource consumption. In addition, the project would support and be consistent with relevant and applicable GHG emission reduction strategies in SCAG's Sustainable Communities Strategy, including providing commuters four bike sharing stations, reducing single occupancy vehicle transit by being located in an area with a high level of public transit, installing the prewiring for ~~426 electric vehicle-177 EV~~ charging stations (115 of which would be fully-installed as Level 2 EV chargers), providing connectivity to the existing and future Metro Link stations, and providing safe and accessible bike lines and paths around the project site. These features have the potential to reduce VMT and their associated GHG emissions. In addition to design features, mitigation measures described in the Air Quality Technical Report and in Section 8.2 of this report have the potential to reduce overall project operational GHG emissions.

Appendix A, Greenhouse Gas Emissions Worksheets

PDF page 138. Table on this page has been updated to the following:

Operational GHG Emissions Summary	
Source	MT CO ₂ e /yr
Area	0.10
Electricity	6,919.48
Natural Gas	839.33
Mobile	44252.89 14,189.44
Waste	641.52
Water	318.83
Fireplace	1.74
Emergency Generator	9.21
Construction	209.62
Project Total	23192.72 23,129.27

The following calculation has been added to the end of the Appendix A:

GHG Emissions Reductions for Electric Vehicle (EV) Charging Stations

Emission Factors

0.50	(MT CO ₂ e/MWh) CALEEMOD default electricity emission factor for Burbank Water & Power ¹
0.25	(KWh/mile) Fuel economy of electric vehicle ²
259	(grams/mile) Gasoline/Diesel CO ₂ e emissions while running ³
14.7	(mi/worker trip) CALEEMOD default for one way worker trip for south coast air basin
29.4	(mi/EV Space/day) -VMT driven per charging space per day
260	work days per year
7,644	(mi/EV Space/year) -VMT driven per charging space per year

Estimated Benefit from Installing Electric Vehicle Charging Stations at Avion Project Site

115	Number of on-site parking spots provided EV chargers
53	Number of EV cars in default project fleet based on Emfac 2014 default fleet mix ⁴
62	Assumed increased EV cars in project's operational fleet due to installing EV charging stations
471,217	(miles/year) -Annual additional EV driven VMT by the additional EV penetration in project fleet
122	(MT CO ₂ e/yr) GHG emissions of gasoline/diesel vehicles
59	(MT CO ₂ e/yr) GHG emissions of electric vehicles
63	(MT CO ₂ e/yr) GHG emissions reduction
23,193	(MT CO ₂ e/yr) Project total GHG emissions using default emfac2014 fleet
223,130	(MT CO ₂ e/yr) Project total GHG emissions after installing 115 EV chargers
0.27%	Reduction % as Compared to Total GHG
1.03	(MT CO ₂ e/yr) GHG Reduction per EV Charger per Year

1. Total CO₂e accounted for the global warming potential of CO₂, CH₄ and N₂O being 1, 25 and 298 respectively.

2. US Department of Energy, 2018. Benefits and Considerations of Electricity as a Vehicle Fuel. Available at: https://www.afdc.energy.gov/fuels/electricity_benefits.html. Accessed: October 2018.

3. CARB, 2015. EMFAC2014, running exhaust emission rate for CO₂ and CH₄ for light duty gasoline- and diesel-powered vehicles in South Coast Air Basin, aggregated for all models and speeds, averaged over all seasons for calendar year 2020.

4. Emfac2014 default fleet mix include 2.16% and 0.08% EV cars in the LDA and the LDT1 vehicle classes, respectively.

Appendix L, Utilities and Service Systems, of the Draft EIR

Page 1 of Appendix L4, Utilities Calculations, is revised to state:

Peak GPD = 236,238 GPD or 2365 AFY

2.3 Additional Appendices

Appendix D has been updated to add the following:

Burbank Water and Power (Electric) Comment Letter. BWP, 2018.

Appendix G has been updated to include the following:

Appendix G.8 - Results of a Subsurface Investigation and Human Health Risk Assessment Portions of Former Lockheed Plant B6 Burbank, California, Ardent Environmental Group, February 2016

Appendix G.9 - Limited Soil Sampling, SG-27, SG-32, and SG-35, Trust Property, Burbank, California, Ardent Environmental Group, March 2016

Appendix G.10 - Soil Gas Survey and Vapor Intrusion Evaluation Former Pacific Airmotive Corporation Property, 3003 North Hollywood Way, Burbank, California, Ardent Environmental Group, July 2015

Appendix G.11 - Results of a Soil Gas Survey Former Aviall Parking Lot Property, 3120 and 3130 Kenwood Street Burbank, California, Ardent Environmental Group, March 2016

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CHAPTER 3

Master Response

This chapter contains master responses to comments received on the City of Burbank Avion Project (Project) Draft Environmental Impact Report (DEIR). After reviewing all the comments received on the DEIR, the City determined that a general form letter was used and submitted to the City by a number of commenters and has prepared a “master response” that generally addresses these form letters. The comments from the form letters are also responded to individually. The master response provides comprehensive discussions in response to select sets of issues that received multiple comments. The master response provided in this chapter is organized as follows:

- Master Response 1: Traffic Impacts and Analysis

The master response provides clarification and refinement of information presented in the DEIR and, in some cases, correct, adjust, or update information in the DEIR. In some instances, the text of the DEIR has been revised and incorporated into this master response. Where appropriate, the commenter is directed to this master response to view the City’s response to individual comments as well as the errata prepared (found in Chapter 2, *Additions and Modifications to the Draft EIR*) to support this Final Environmental Impact Report (FEIR).

3.1 Master Response: Traffic Impact and Analysis

Summary of Comments Raised Regarding the Project’s Impacts to Traffic in the Area

Many comments questioned the Traffic Impacts of the Project.

Specific issues addressed in this master response include:

- Issue 1a, Project Effects on Surrounding Community: Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.
- Issue 1b, Hollywood Way and Buena Vista Street: Mitigate the impact this Project will have on traffic on the only two North/South arteries in this part of Burbank — Hollywood Way and Buena Vista Street. The EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.
- Issue 1c, Zone Changes: Urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

- Issue 1d, Pedestrian and Child Safety: Urge the planning department and our elected officials to consider that our children cross these intersections daily on their way to school, the park, or the library - and increased traffic is a threat to their safety.
- Issue 1e, Clogged Residential Streets: Ways [Waze; *sic*] app, when those main thoroughfares become clogged with commuters in neighborhood streets will become alternative routes.
- Issue 1f, LOS Impacts and Mitigation: This is the only project with multiple grades of “F” and “no mitigation possible” in the EIR. There seems to be little point in going through the motion of commissioning an environmental study if the city plans to disregard the findings.
- Issue 1g, LOS Bikeway Development and Mitigation: There is no bike lane, not even an unprotected bike lane, on Hollywood Way. The multiple studies on this issue show that any true effort to encourage bicycle use requires investment in protected bike lanes, an investment Burbank has, thus far, been unwilling or unable to make.
- Issue 1h, Use of Lockheed Drive: Our comments are primarily related to the Project’s anticipated traffic impacts. We understand that the Project is expected to result in various significant traffic impacts, some of which are unavoidable even after mitigation. However, the EIR does not specifically discuss the existing Lockheed Drive, nor the intersection of Lockheed Drive and Cohasset Street or the intersection of Lockheed Drive with San Fernando Road. Likewise, it is also unclear whether or not the EIR has considered potential impacts on Lockheed Drive, and whether or not it is expected that Lockheed Drive would be regularly used to access the Project site once it is developed.”
- Issue 1i, Cumulative Construction Impacts: Further, in light of other surrounding expected projects, particularly the replacement of the Burbank Airport Terminal, it is also unclear from the information in the EIR whether or not it adequately considers potential cumulative impacts related to construction traffic. The EIR does not clearly state whether it addresses these issues.

Issue 1a: Projects Effects on Surrounding Community

Response

Many comments expressed concern about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

The transportation analysis conducted in the Draft EIR is consistent with the City’s guidelines on how to evaluate traffic impacts attributable to new development. As stated on page 4.13-37 of the Draft EIR, ten of the 15 significant intersection impacts that would be generated by the Project in 2024 would occur along North Hollywood Way or Buena Vista Street. Of these ten significant intersection impacts, an unacceptable level of service (LOS E or LOS F) would occur at seven, while the remaining three intersections would operate at an acceptable level of service (LOS A through LOS D) despite the significant impact determination. It should be noted that the Project would only causes a deterioration in intersection operations from an acceptable level of service to an unacceptable level of service at three of these seven intersections. In other words, unacceptable operating conditions are already anticipated to occur at four of these intersections even without addition of Project traffic.

Potential impacts to pedestrians, including children and all other users, are discussed on page 4.13-67 of the Draft EIR under the Impact 4.13-6 discussion (Transit, Bicycle, and Pedestrian Facilities). The Draft EIR found that the impact would be less than significant.

Issue 1b: Hollywood Way and Buena Vista Street

Many comments expressed concern regarding impacts associated with Hollywood Way and Buena Vista Street only two North/South arteries in this part of Burbank.

Response

The commenters concerns regarding traffic impacts associated with the Project, including traffic on the two main north/south arteries in this part of Burbank — Hollywood Way and Buena Vista Street, have been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

The transportation analysis conducted in the Draft EIR is consistent with the City's guidelines on how to evaluate traffic impacts attributable to new development. As discussed in the Draft EIR, mitigation measures were considered at all impacted intersections on the aforementioned streets, and the feasibility of mitigation measures were compared against the City's policy-based screening framework from the City's General Plan (Draft EIR page 3.13-47). The General Plan states that any transportation improvement should: (1) be achievable within the existing right-of-way; (2) be in conformity with the existing scale and design of the location they serve; (3) allow for complete streets; and (4) maintain pedestrian opportunities. The purpose of the policy-based screening framework is to ensure that any Project mitigations that arise from the EIR are consistent with the goals set forth in the City's General Plan. Intersections with impacts who mitigations fail the policy-based screening framework are considered significant and unavoidable.

As stated on page 4.13-37 of the Draft EIR, ten of the 15 significant intersection impacts that would be generated by the Project in 2024 would occur along North Hollywood Way or Buena Vista Street. Of these ten significant intersection impacts, an unacceptable level of service (LOS E or LOS F) would occur at seven, while the remaining three intersections would operate at an acceptable level of service (LOS A through LOS D) despite the significant impact determination. It should be noted that the Project would only causes a deterioration in intersection operations from an acceptable level of service to an unacceptable level of service at three of these seven intersections. In other words, unacceptable operating conditions are already anticipated to occur at four of these intersections even without addition of Project traffic.

The traffic conditions identified in the Draft EIR represent a conservative estimate in order to evaluate the worst case scenario. Related projects identified for this Project (Draft EIR page 3.13-47), represent all projects currently known by the City of Burbank, all of which may not all be built. The analysis assumes that no existing or future vehicle volumes will shift their travel mode or time of travel to less congested times of the day, which may take place in the future, and could result in less congested conditions than shown in the EIR.

Issue 1c: Zone Changes

Response

Comments were raised urging the planning department and elected representatives to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

The developer is seeking a Planned Development (PD) to replace the two zoning designations onsite. The PD provides the development and use standards allowed for the site. The zoning designation for the 43-acre portion of the Project site is General Industrial (M-2) while the westernmost 18 acres are zoned as Airport (AP). Parcels designated as M-2 are intended for development of manufacturing intended for the protection of the Airport from uses that might restrict or inhibit its principal function as an air terminal facility 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. The PD is generally consistent with the M-2 zoning district uses and is consistent with Golden State Land Use Designation. Further, the project will have conditions of approval intended to protect the interest of the City.

Issue 1d: Pedestrian and Child Safety.

Response

Concerns were raised about the safety of children within the vicinity of the Project and their safety on the way to school, the park, the library, or other areas in the community. Pedestrian infrastructure will not be impacted by this project, rather, the Project will make a number of improvements for pedestrians and bicyclists in the Project vicinity.

Issue 1e: Clogged Residential Streets

Concerns were raised about the Waze Application for smart phones. Waze is a GPS based community sourced, every day, with real-time help from other drivers.¹²

“We know that, in the age of the Waze app, when those main thoroughfares become clogged with commuters the streets in our sleepy enclave will become alternative routes.”

Response

The comment asserts that the project trips will increase congestion on arterial streets, that will encourage vehicles to travel along residential streets, and that this behavior may be encouraged

¹ <https://www.waze.com/> accessed September 28, 2018

² <https://www.waze.com/> accessed September 28, 2018

by web-based travel applications, such as Waze. In the immediate vicinity of the project, the project can only be accessed from major arterials (Hollywood Way and San Fernando Boulevard) and Kenwood Street (Draft EIR Section 3-9) and cannot be accessed via residential streets. Thus, project traffic is likely to travel on major arterial streets rather than using neighborhood streets, as arterial streets offer a more direct route with faster design speeds for vehicles. However, the Draft EIR also identified traffic impacts at intersections further away from the project, particularly on Hollywood Way, that cannot be mitigated and would remain significant and unavoidable if the project were constructed. It is possible that congested conditions near these intersections may cause vehicles to spill over into residential streets under future conditions when traffic from other cumulative projects are considered. It is expected that cumulative projects will increase traffic on Hollywood Way and cause congestion even if the proposed project is not constructed; this project is expected to contribute to that future congestion.

The traffic identified in the Draft EIR represents a conservative estimate in order to evaluate the worst case scenario. Related projects identified for this project (Draft EIR page 3.13-47), represent all projects currently known by the City of Burbank, all of which may not all be built. The analysis assumes that no existing or future vehicle volumes will shift their travel mode or travel to less congested times of day, which may take place in the future, and could result in less congested conditions than shown in the EIR. It also assumes a relatively conservative number of trips will travel to and from the site via transit or alternative travel modes, and does not assume any future trips will shift to transit or other alternative modes as a result of increased congestion, despite the project's proximity to several bus lines and the Burbank Airport North Metrolink Station.

Issue 1f: LOS Impacts and Mitigation

Concerns regarding multiple grades of “F” and “no mitigation possible” in the EIR. There seems to be little point in going through the motion of commissioning an environmental study if the City plans to disregard the findings.

Response

As discussed on Draft EIR, mitigations were considered at all impacted intersections, and the feasibility of mitigations were compared against the City's policy-based screening framework from the City's General Plan (Draft EIR Section 3.13-47). The general plan states that any transportation improvement should: (1) be achievable within the existing right-of-way; (2) be in conformity with the existing scale and design of the location they serve; (3) allow for complete streets; and (4) maintain pedestrian opportunities. The purpose of the policy-based screening framework is to ensure that any project mitigations that arise from the EIR are consistent with the goals set forth in the City's General Plan. In some locations, impacted intersections with mitigations that are consistent with the General Plan have been included in the Draft EIR, and if the project is approved, these mitigations would be constructed to offset traffic impacts. However, in other locations on these corridors, impacted intersections with mitigations that fail the policy-based screening framework and conflict with the General Plan are not recommended to be implemented. If the project is approved, these intersections would remain impacted and these impacts are considered significant and unavoidable.

The purpose of CEQA is to disclose the potential for impacts caused by a project, and to identify feasible mitigation measures to offset those impacts. This information can then be used to inform the public and decision-makers about the potential environmental effects of a project prior to the Lead Agency making a decision to approve the project.

Issue 1g: LOS Bikeway Development and Mitigation

“And I am sure you are aware — from reading the multiple studies on this issue — that any true effort to encourage bicycle use requires investment in protected bike lanes, an investment Burbank has, thus far, been unwilling or unable to make.”

Response

The proposed mitigation for at North Hollywood Way & North San Fernando Boulevard includes the creation of a Class IV bikeway facility (also known as a protected bikeway) between just north of Thornton Avenue and Hollywood Way, including constructing a fully raised, protected bikeway along the project’s frontage. Please also refer to Chapter 2.0, *Additions and Modifications to the Draft EIR*, which includes three new figures (3-6a through 3-6c) that depict the bicycle facilities, which would separate bicycle traffic from vehicle traffic (Draft EIR Section 3.13-54) by either raised facilities or by adding 2 to 3-foot buffers to existing bicycle lanes along the project’s frontage, providing greater separation between bicycles and vehicles (Draft EIR Section 3.13-69). Further, the project is proposing a north-south dedicated Class I mixed-use bike/pedestrian path through the entire project connecting to the Burbank Airport North Metrolink Station.

Issue 1h: Use of Lockheed Drive

“Our comments are primarily related to the Project’s anticipated traffic impacts. We understand that the Project is expected to result in various significant traffic impacts, some of which are unavoidable even after mitigation. However, the EIR does not specifically discuss the existing Lockheed Drive, nor the intersection of Lockheed Drive and Cohasset Street or the intersection of Lockheed Drive with San Fernando Road.

Likewise, it is also unclear whether or not the EIR has considered potential impacts on Lockheed Drive, and whether or not it is expected that Lockheed Drive would be regularly used to access the Project site once it is developed.”

Response

Vehicles entering the Project from the northern driveways are anticipated to use Cohasset Street, as it provides more direct access than Lockheed Drive. The Draft EIR proposes the intersection of Cohasset Street and San Fernando Boulevard would receive a traffic signal as a mitigation (please refer to Draft EIR page 3.13-59), which will further encourage vehicles to use Cohasset Street rather than Lockheed Drive. Inbound vehicles from the north may consider using Lockheed Drive if there is severe congestion on San Fernando Boulevard, but the level of congested needed to make Lockheed Drive a more attractive option is not expected to occur regularly.

Issue 1i: Cumulative Construction Impacts

“Further, in light of other surrounding expected projects, particularly the replacement of the Burbank Airport Terminal, it is also unclear from the information in the EIR whether or not it adequately considers potential cumulative impacts related to construction traffic. The EIR does not clearly state whether it addresses these issues.”

Response

The EIR for the Hollywood-Burbank Airport Terminal Replacement Project notes a temporary construction-related impact at the intersection of Lockheed Drive and North San Fernando Boulevard during the first phase of construction for that project. As stated in the Draft EIR, construction of the Project would not substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access (please refer to Draft EIR page 1-27), and therefore is not expected to compound any impact identified by the Airport Terminal Replacement Project. Furthermore, the process for construction of the Airport Terminal Replacement Project has been delayed, and construction is no longer expected to occur simultaneously with the Avion Project.

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CHAPTER 4

Response to Comments

4.1 Distribution of the Draft EIR

The Draft EIR for the Avion Burbank Project was circulated for public review for 45 days (beginning on August 15, 2018 and ending on September 28, 2018). The City of Burbank received 18 comment letters during the public comment period from the South Coast Air Quality Management District (SCAQMD); California High Speed Rail Authority;¹ Department of Toxic Substances Control;² Fernandño Tataviam Band of Mission Indians; Southern California Gas Company (SoCalGas); Hollywood-Burbank Airport; Burbank Airport Commerce Center Owners Association; and, 11 individuals. A public meeting was held on September 10, 2018 for public comment. The comment letters have been bracketed and assigned comment numbers and are presented in **Table 4-1, List of Comment Letters Received**, below. The comment organization begins with agencies (A), organizations (O), and individuals (I). Each comment that requires a response within the letters has been assigned a number. For example, the first comment in Letter No. A-1 would be Comment A1-1, and the fourth comment in Letter A-2 would be Comment A2-4. The responses to each comment are then correspondingly numbered (i.e., Response A1-1 and Response A2-4). Each comment has been recopied verbatim, or as close as possible to verbatim, from the original letter submitted.

**TABLE 4-1
LIST OF COMMENT LETTERS RECEIVED**

Letter Number	Commenter	Date Received
STATE AGENCIES (A)		
A1	Alina Mullins and Daniel Garcia, South Coast Air Quality Management District	September 28, 2018
A2	California High-Speed Rail Authority	October 8, 2018 ¹
A3	Department of Toxic Substances Control	October 8, 2018 ²
ORGANIZATIONS (O)		
O1	Jairo F. Avila, M.A., RPA, Fernandño Tataviam Band of Mission Indians	August 17, 2018
O2	James Chuang, Southern California Gas Company (SoCalGas)	August 28, 2018
O3	Patrick Lammerding, on behalf of the Hollywood-Burbank Airport	September 26, 2018
O4	Michael J., Alti of Community Legal Advisors, Inc. on behalf of Burbank Airport Commerce Center Owners Association	September 28, 2018

¹ Received on October 8, 2018 after the public review period closed

² This comment letter is dated September 28, 2018, but was received on October 8, 2018 after the public review period closed

Letter Number	Commenter	Date Received
INDIVIDUALS (I)		
11	James Lamb	September 16, 2018
12	Amanda Biers-Melcher	September 17, 2018
13	Mike Hoblinski	September 18, 2018
14	Jon and Julie Fisher	September 19, 2018
15	Ann Martinson	September 19, 2018
16	Monica Tomova	September 19, 2018
17	Rudy Matchinga	September 19, 2018
18	Frank Macchia and Tracy London	September 20, 2018
19	Laura Ioanou-Price	September 20, 2018
110	Mike Moynahan	September 24, 2018
111	Bud Ovrom	September 27 2018

¹ This letter was submitted after the official close of the comment period for the Draft EIR.

² This letter was submitted after the official close of the comment period for the Draft EIR.

From: Alina Mullins [<mailto:AMullins@aqmd.gov>]
Sent: Friday, September 28, 2018 10:54 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Cc: Daniel Garcia <dgarcia@aqmd.gov>

Subject: SCAQMD Staff Comments on Draft Environmental Impact Report (DEIR) for the Proposed Avion Burbank (SCH No. 2017061019)

Dear Mr. Palmbaeck,

Attached are SCAQMD staff's comments on the Draft Environmental Impact Report (DEIR) for the proposed Avion Burbank (SCH No. 2017061019) ([SCAQMD Control Number: LAC180815-02](#)). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments. SCAQMD staff comments are meant as guidance for the lead agency and should be reviewed for incorporation into the final CEQA document. Please contact me if you have any questions regarding these comments.

A1-1

Kind regards,

Alina Mullins
Assistant Air Quality Specialist, CEQA IGR
South Coast Air Quality Management
District 21865 Copley Drive, Diamond
Bar, CA 91765 P. (909) 396-2402
E. amullins@aqmd.gov

Please note that the SCAQMD is closed on Mondays.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

September 28, 2018

splambaeck@burbankca.gov

Scott Plambaeck, Deputy City Planner

Planning Division

150 North Third Street

Burbank, California 91510

Draft Environmental Impact Report (Draft EIR) for the Proposed Avion Burbank Project (SCH: 2017061019)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final CEQA document.

A1-2

SCAQMD Staff's Summary of Project Description

The lead agency proposes to construct a mixed-use development that will consist of 15,475 square feet of retail space, 142,250 square feet of office use, a 101,230-square-foot hotel with 166 rooms, and 1,014,887 square feet of industrial use on 61 acres (proposed project). The project is located at 3001 North Hollywood Way on the southwest corner of San Fernando Road and North Hollywood Way in the City of Burbank.

A1-3

SCAQMD Staff's Summary of Air Quality Analysis

The lead agency determined that the proposed project would have exceed SCAQMD's CEQA Significance Threshold for operational NOx emissions and have significant and unavoidable impacts to regional air quality during operation. Please see SCAQMD staff's detailed comments regarding the air quality analysis and suggestions for further mitigation below.

A1-4

SCAQMD Staff's Comments

Air Quality Analysis

The proposed project will include 1,014,887 square feet of industrial use. Although building tenant(s) are currently unknown at the time of circulation of the draft EIR, the lead agency has committed to Mitigation Measure AIR-3, which requires that all industrial and commercial uses that occur at the proposed project shall provide electrical connections for trucks with transport refrigeration units (TRUs) and that all electric-capable TRUs utilize the connection when in use.¹ Since TRUs are commonly in-use at cold storage warehouses, and building tenants are unknown, it is reasonably foreseeable that the industrial use at the proposed project could incorporate cold storage. However, the air quality analysis does not quantify emissions for cold-storage warehouse uses. If TRUs will be used during operation of the proposed project, the SCAQMD staff recommends that the lead agency revise the air quality analysis and Health Risk Assessment (HRA) to calculate and disclose operational emissions from TRUs in the final CEQA document.

A1-5

¹ Draft EIR. Executive Summary, Page 1-9.

Additional Operational Mitigation Measures

As described in the SCAQMD’s 2016 Air Quality Management Plan, achieving NOx emissions reduction in a timely manner is critical in order to meet attainment of the National Ambient Air Quality Standard for ozone levels before the 2023 and 2031 deadlines.² The proposed project contributes to significant regional NOx emissions. Therefore, SCAQMD staff recommends that the lead agency review and incorporate the following mobile source-related mitigation measures to further reduce operational NOx emissions.

- Require the use of zero and near-zero emissions technologies that are commercially available now and in the future into daily operations to the fullest extent feasible. Such technologies can include non-diesel landscaping equipment like electric lawn mowers and leaf blowers and non-diesel warehouse equipment such as electric forklifts and hybrid electric medium-duty trucks.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).³ It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the lead agency require the proposed project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in.
- Limit the daily number of trucks allowed at the proposed project to levels analyzed in the final CEQA document. If higher daily truck volumes are anticipated to visit the site, the lead agency should commit to re-evaluating the proposed project through CEQA prior to allowing this land use or higher activity level.

A1-6

Compliance with SCAQMD Rules

Due to historical uses at the site, large earth moving activities that will occur during construction of the proposed project may release Toxic Air Contaminants. Therefore, SCAQMD Rule 1466 – Control of Particulate Matter from Soils with Toxic Air Contaminants may be applicable and a discussion of compliance should be incorporated into the final CEQA document.⁴

A1-7

SCAQMD staff is available to work with the lead agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

A1-8

² South Coast Air Quality Management district. March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>.

³ Southern California Association of Governments. 2016 RTP/SCS. Accessed at: <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx>.

⁴ South Coast Air Quality Management District, Rule 1466 – Control of Particulate Matter from Soils with Toxic Air Contaminants, Accessed at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf?sfvrsn=19>.

Scott Palmbaeck

Comment Letter No. A1

September 28, 2018

Sincerely,

Daniel Garcia

Daniel Garcia

Program Supervisor

Planning, Rule Development & Area Sources

DG/AM

LAC180815-02

Control Number

October 8, 2018

BOARD MEMBERS

Dan Richard

Mr. Scott Plambaeck, AICP
Deputy City Planner
City of Burbank, Planning Division

Thomas Richards

150 North Third Street
Burbank, CA 91502-1264

E

Ernest M. Camacho

RE: Comment Letter for Avion Burbank Draft Environmental Impact Report (DEIR)

Daniel Curtin

Dear Mr. Plambaeck:

Bonnie Lowenthal

The California High-Speed Rail Authority (Authority) has reviewed the Draft Environmental Impact Report (DEIR) for the Avion Burbank project (Project), released by the City of Burbank (City) as the lead agency on August 15, 2018.

Nancy Miller

Michael Rossi

Lynn Schenk

In a previous written comment letter from July 10, 2017 sent to the City regarding the Notice of Preparation (NOP) for the Avion Burbank DEIR, the Authority noted that the station area footprints for the High-Speed Rail (HSR) Burbank Airport Station platform configuration options would overlap with the proposed Project. This July 2017 letter also noted that the Project Initial Study does not consider the proposed HSR project's alignment or platform configuration options for the proposed HSR Burbank Airport Station.

A2-1

EX-OFFICIO

CHAIR

BOARD MEMBERS

Honorable

VICE CHAIR

Dr. Joaquin Arambula

Based on review of the DEIR, the Authority is providing the following comments for your consideration:

Honorable Jim Beall

- Table ES-1 and Appendix A do not include the Authority's July 10, 2017 NOP comment letter submitted to the City.
- The DEIR does not include the High-Speed Rail project in its list of cumulative projects (Table 4-1 and Figure 4.0-1) of past, present, and probable future projects. This is inconsistent with the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which identified the High-Speed Rail project as a reasonably foreseeable project.
- The previously identified overlap between the proposed Project and the proposed HSR Burbank Airport Station platform configuration options remains present in the DEIR. The DEIR does not acknowledge or address this overlap.

A2-2

Brian P. Kelly

EXECUTIVE OFFICER

A2-3

A2-4

EDMUND G. BROWN JR.

GOVERNOR

B

The Authority requests that the City take into consideration the proposed High-Speed Rail Project as it prepares the Final EIR. In addition, the Authority requests to work collaboratively with the City, the Avion Burbank project team, and other key stakeholders going forward as part of the ongoing station area planning work for the Burbank Airport Station being led by the City.

A2-5

Mr. Scott Plambaeck
Page 2

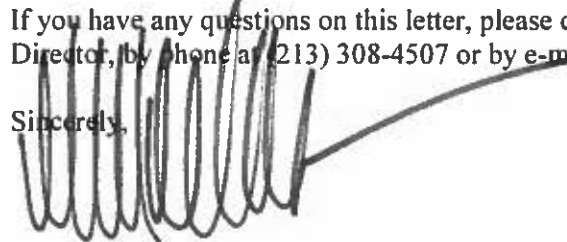
The Authority recognizes this letter is being submitted after the official close of the comment period for the DEIR. We appreciate your consideration of these comments.

↑
A2-5

If you have any questions on this letter, please contact Michelle Boehm, Southern California Regional Director, by phone at (213) 308-4507 or by e-mail at michelle.boehm@hsr.ca.gov. Thank you.

↑
A2-6

Sincerely,



Mark A. McLoughlin
Director of Environmental Services
California High-Speed Rail Authority
(916) 403-6934
mark.mcloughlin@hsr.ca.gov

cc: Michelle Boehm, Southern California Regional Director, Authority



Department of Toxic Substances Control

Matthew Rodriguez
Secretary for
Environmental Protection

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311

Edmund G. Brown Jr.
Governor

September 28, 2018

Mr. Scott Plambaeck
Deputy City Planner
Community Development Department
Planning Division
150 North Third Street
Burbank, California 91502

2018 OCT - 8 A 10: 21
PLANNING DIVISION

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE AVION BURBANK PROJECT (PROJECT)

Dear Mr. Plambaeck:

The Department of Toxic Substances Control (DTSC) has received your Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above mentioned Project.

A3-1

Based on the review of the document, the DTSC comments are as follows:

1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

A3-2

2) The draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

A3-3

3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

A3-4

4) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

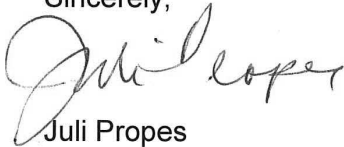
A3-5

Mr. Scott Plambaek
September 28, 2018
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6539 or e-mail juli.propes@dtsc.ca.gov.

A3-6

Sincerely,



Juli Propes
Unit Chief
Site Mitigation and Restoration Program - Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Dave Kereazis
Hazardous Waste Management Program - Permitting Division
CEQA Tracking
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Sent: Friday, August 17, 2018 11:58 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov >
Subject: FTBMI AB52 Consultation for The Avion Project

Tribal Historic & Cultural Preservation Department

Project: *The Avion Project*
Address: *13001 N Hollywood Way, Burbank, CA, 91505, USA*

Hello Scott,

On behalf of the Tribal Historic and Cultural Preservation (THCP) department of the Fernandeano Tataviam Band of Mission Indians (Tribe), thank you for your notification and the opportunity to comment on the draft EIR for the project referenced above. This message constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (as amended, 2015) and CA Public Resources Code section 21080.3.1.

O1-1

The project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. Therefore, the project is of interest to the THCP Department and the Tribe is interested in participating in consultation. In order to initiate consultation, the applicant must file a Consultation Form (attached) with the THCP department.

O1-2

The THCP Department would like to have a better understanding of the project and review the following information:
-SCCIC Record Search
-Cultural Resource Report
-Excavation plans (depth of grading and subsurface excavation for the proposed project)
-Geo-Technical report

O1-3

This information will be used to supplement our records and determine the extent of Tribal consultation or if Tribal recommendations are needed. I would also like to mention that the Tribe has not received a formal notification letter for Tribal consultation as indicated in the draft EIR.

O1-4

I appreciate your time and look forward to further information on this project.

O1-5

Respectfully,

--
Jairo F. Avila, M.A., RPA.
Tribal Historic and Cultural Preservation Officer

~~Fernandeano Tataviam Band of Mission Indians~~
1019 Second Street, Suite 1
San Fernando, California 91340
Office: (818) 837-0794
Website: <http://www.tataviam-nsn.us>

From: Envreview [<mailto:Envreview@semprautilities.com>]
Sent: Tuesday, August 28, 2018 11:03 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Subject: Comment Letter on DEIR Avion Burbank Project

Mr. Plambaeck,

Southern California Gas Company is providing comment to the DEIR for the Avion Burbank Project.

Thanks,

James Chuang
Senior Environmental Specialist / Land Planner
Southern California Gas Company (SoCalGas)
Office: (213) 244 5817
wcchuang@semprautilties.com

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┆ O2-1
┆

Comment Letter No. O2

James Chuang
Senior Environmental Specialist

Southern California Gas Company
Sempra Energy utilities
GT02A2
555 Fifth Street
Los Angeles, Ca. 90013
Tel: 213-244-5817
Fax: 323 518 2324



August 28, 2018

Mr. Scott Plambaeck, Deputy City Planner
City of Burbank
150 North Third Street
Burbank, CA 91510

Re: Avion Burbank Draft Environmental Impact Report

Dear Mr. Plambaeck:

Southern California Gas Company (SoCalGas) appreciates the opportunity to review and respond to the Project’s Draft Environmental Impact Report. SoCalGas understands the project site is located at 3001 North Hollywood Way in the city of Burbank, California. The project proposes to construct a mixed-use business park on approximately 60 acres of vacant land adjacent to the Burbank Bob Hope Airport. The project proposes a variety of land uses including creative office, industrial, and retail uses, as well as a 166-room hotel. Development of the project would include parking and street improvements, including widening in the project area. The proposed project may, in the future, include transit connectivity to the new Antelope Valley Metrolink station. We respectfully request that the following comments be incorporated in the Final Environmental Impact Report.

O2-2

- SoCalGas has 2” and 4” diameter distribution lines that are located underneath the project site within the proposed Tulare Ave.

O2-3

- SoCalGas recommends that the project proponent call Underground Service Alert at 811 or 1 800-422-4133 at least two business days prior to performing any excavation work for the proposed project. Underground Service Alert will coordinate with SoCalGas and other Utility owners in the area to mark the locations of buried utility-owned lines.

O2-4

- Should it be determined that the proposed project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the project proponent coordinate with us by emailing NorthwestDistributionUtilityRequest@semprautilities.com.

O2-5

- Should it be determined that the proposed project may require SoCalGas to extend new natural gas service., SoCalGas respectfully requests that project proponent coordinate with us by calling (800) 427-2000 to follow-up on this matter or submit a “Non-Residential Request for New Gas Services” Application.

O2-6

Once again, we appreciate the opportunity to comment on the Project’s Draft Environmental Impact Report. If you have any questions, please feel free to contact SoCalGas Environmental Review at Envreview@semprautilities.com or (213) 244-5817.

O2-7

Sincerely,

James Chuang
Senior Environmental Specialist
Southern California Gas Company

From: Amanda Parise [<mailto:AParise@bur.org>]
Sent: Wednesday, September 26, 2018 11:45 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Cc: 'ttecimer@omprop.com' <ttecimer@omprop.com>; Frank Miller <FMiller@bur.org>; John Hatanaka <JHATANAKA@bur.org>
Subject: RE: Avion Burbank Project Draft Environmental Impact Report

Mr. Plambaeck,

The attached letter was mailed to you today.

Thank you,

Amanda Parise
Administrative Assistant

O: 818.729.2203
E: aparise@bur.org

]

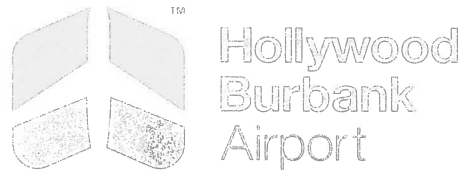
O3-1



hollywoodburbankairport.com

2627 N Hollywood Way, Burbank, CA 91505





September 26, 2018

Scott Plambaeck, Deputy City Planner
 Community Development Department
 Planning Division
 City of Burbank
 150 North Third Street
 Burbank, California 91510
 splambaeck@burbankca.gov

Via Email; Original Via U.S. Mail

Reference: Avion Burbank Project Draft Environmental Impact Report

Dear Mr. Plambaeck:

The Burbank-Glendale-Pasadena Airport Authority (“Authority”), owner and operator of the Bob Hope Airport (commonly known as Hollywood Burbank Airport) (“Airport”), appreciates the opportunity to review the Draft Environmental Impact Report (“DEIR”) for the Avion Burbank Project (“Project”). Although the environmental analysis generally is acceptable, the DEIR contains a number of statements that are factually inaccurate or misleading, particularly in regard to the Authority’s replacement passenger terminal (“RPT”). Please see the table below for the Authority’s comments on the DEIR.

O3-2

No.	Page	Comment
1	1-1	The first paragraph of the Introduction section incorrectly states that the Project is west of the Airport.
2	3-5	The paragraph in the Surrounding Land Uses section states that the Project would be adjacent to the RPT. This statement is misleading because, although the northeast quadrant of the Airport is the Authority’s preferred site for the RPT, the Authority has not decided whether the RPT will be built there or in the southwest quadrant of the Airport.
3	3-13	The third paragraph of the Access and Circulation section states that, if the RPT is constructed, Tulare Avenue could connect to the future Airport loop road and terminal. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the

O3-3

O3-4

O3-5

- 4

3-16

Airport as the site for the RPT.

The final bullet point of the Discretionary Actions section states that an Airport Land Use Plan consistency determination by the Authority may be required for the Project. This statement is inaccurate because the County of Los Angeles Airport Land Use Commission, not the Authority, is responsible for determining whether the Project is consistent with the Los Angeles County Airport Land Use Plan.

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O3-5

O3-6
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4-5 to 4-7

Table 4-1 omits the RPT from the cumulative project list.

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O3-7
- 6

4.1-2

The first paragraph of the Project Site Setting section states that the Authority is planning to reconstruct its terminal adjacent to the Project. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

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O3-8
- 7

4.8-24

The first paragraph of the Cumulative Impact Analysis section states that the RPT is the nearest related project and is adjacent to the location of the Project. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

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O3-9
- 8

4.9-1

The fifth paragraph of the Environmental Setting section states that the RPT is planned to be located northeast of the Airport’s runways. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

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O3-10
- 9

4.13-26

The paragraph in the Hollywood-Burbank Airport section states that the RPT will be located at the current location of Airport Lot A and the employee parking lot. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

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O3-11

Thank you for your consideration of these comments. If you have any questions regarding this letter, please do not hesitate to contact me at (818) 880-840-8840.

|
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 |

O3-12

Sincerely,



Patrick Lammerding
Deputy Executive Director
Planning and Development

From: Michael J. Alti [mailto:michael@attorneyforhoa.com]
Sent: Friday, September 28, 2018 5:10 PM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Cc: 'Carole Corona' <carole@attorneyforhoa.com>
Subject: Comments on Draft EIR for the Avion Project

Dear Mr. Plambaeck,

We represent the Burbank Airport Commerce Center Owners Association, a commercial common interest development located northwest of the intersection of Cohasset Street and Lockheed Drive. Please find attached our comments on the Draft EIR for the Avion Project, and please call with any questions.

Michael Alti
Community Legal Advisors Inc.
310.613.8482
michael@attorneyforhoa.com

┌
└ O4-1

Mark T. Guithues, Esq.
Michael J. Alti, Esq.
Mark Allen Wilson, Esq.
www.attorneyforhoa.com



Comment Letter No. O4

Please Respond To: *Oceanside Office*

September 28, 2018

City of Burbank
Planning Division
Attn: Scott Plambaeck
150 N. Third Street
Burbank, CA 91502-1264

splambaeck@burbankca.gov

Re: Burbank Airport Commerce Center Owners Association
Comments on Draft EIR for the Avion Project
File No. 4324

Dear Mr. Plambaeck:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "**Association**"). We appreciate the opportunity to comment on the Draft Environmental Impact Report ("**EIR**") for the Avion Project located at 3001 N. Hollywood Way ("**Project**"). The Association is generally supportive of the Project, which appears to offer a benefit and enhancement to the surrounding area and the City of Burbank ("**City**"). Our concerns about the Project and the EIR are discussed below.

Description of the Association. The Association is a commercial common interest development comprising property located just to the northwest of the Project site, north of the Burbank Airport, and immediately to the northwest of the intersection of Lockheed Drive and Cohasset Street. The Association consists of 20 small and large businesses that contribute significantly to the local economy as well as to economy of California. The Association and these businesses have been located in this area for over a decade, and play a vital role in the economy.

Comments. Our comments are primarily related to the Project's anticipated traffic impacts. We understand that the Project is expected to result in various significant traffic impacts, some of which are unavoidable even after mitigation. However, the EIR does not specifically discuss the existing Lockheed Drive, nor the intersection of Lockheed Drive and Cohasset Street or the intersection of Lockheed Drive with San Fernando Road.

Short-Term Construction Traffic. The EIR states that construction is anticipated to begin in the first quarter of 2019 and take a total of approximately 28 months to complete (p. 4.13-70). Heavy-duty equipment and vendor supply trucks would be used during construction activities (p. 4.2-25). It is also anticipated that 286 construction workers would be required for construction, with approximately 4,987 total truck trips anticipated for Phase I and 485 total truck trips for Phase II (p. 3-15, 3-16). We also understand that Cohasset Street, on which the Association is located, is expected to be widened and extended (p. 4.2-30), and a signalized intersection to be installed at its intersection with San Fernando Road (p. 1-26).

Although the EIR concludes that "construction of the project would not substantially affect

O4-2

O4-3

O4-4

O4-5

vehicular traffic, bicycles and pedestrians, transit, or emergency access” (p. 4.13-70), it is unclear from the EIR whether or not it considers potential construction impacts on the nearby Association. Further, in light of other surrounding expected projects, particularly the replacement of the Burbank Airport Terminal, it is also unclear from the information in the EIR whether or not it adequately considers potential cumulative impacts related to construction traffic. The EIR does not clearly state whether it addresses these issues.

O4-5

Therefore, we request that the City consider potential short-term construction traffic impacts on the Association, as well as cumulative construction traffic impacts. We also request that a condition or mitigation measure be included to prohibit construction traffic along Lockheed Drive and to limit it along Cohasset Street, in order to avoid impacting the Association.

O4-6

Long-Term Traffic Impacts. Likewise, it is also unclear whether or not the EIR has considered potential impacts on Lockheed Drive, and whether or not it is expected that Lockheed Drive would be regularly used to access the Project site once it is developed. The EIR makes no mention of Lockheed Drive. This is important to clarify because Lockheed Drive provides an alternative method of accessing Cohasset Street and the Project from San Fernando Road. In addition, in light of the anticipated replacement of the terminal for Burbank Airport and the possible use of Cohasset Street as a secondary access road serving the airport, it is also unclear whether or not cumulative traffic impacts have been considered in this area, particularly along Lockheed Drive (from its intersection with San Fernando Road to its intersection with Cohasset Street).

O4-7

Therefore, we request that the City review and consider these issues and possible impacts, and impose measures necessary to mitigate them.

Thank you again for the opportunity to comment on the Draft EIR. Please keep us on your notification list with respect to the EIR and any upcoming meetings. For notification purposes, my email is michael@attorneyforhoa.com.

O4-8

Very truly yours,

COMMUNITY LEGAL ADVISORS INC.

Michael

Michael J. Alti, Esq.

From: Amanda [mailto:abiers@aol.com]
Sent: Monday, September 17, 2018 10:42 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Cc: City Council <citycouncil@burbankca.gov>
Subject: Public Comment - Avion Project

I am writing to urge the city to reject Overton-Moore’s proposal to develop the B-6 property on Hollywood Way. The Avion project, as currently envisioned, would profoundly impact families who live and work in Burbank and endanger children who attend Burbank schools, play in Burbank parks and visit Burbank libraries.

12-1

As I am sure you are aware, according to the EIR, there is no way to mitigate the crippling impact this project will have on traffic on the only two North/South arteries in this part of Burbank — Hollywood Way and Buena Vista Street. In my view, that should be the end of the discussion, right there. But, of course, I am not naive enough to believe that, with this kind of money at stake, it will be.

12-2

However, I am still asking that instead of shrugging the traffic impact off as unimportant and proposing that the City Council approve a development agreement anyway, you do one thing: consider this issue from the perspective of someone who actually lives in Burbank (not in Palos Verdes like the developer) and has spent the last two decades raising a family here.

Traffic matters. It matters a lot to those of us who have children to get to school, to baseball practice and to music lessons or parents to get to doctors’ appointments. It matters to those of us who want to come home after work and toss a ball with our kids in the backyard and sit down to a family dinner before everyone starts homework. It matters to those of us who need to run out and grab a loaf of bread to make lunches in the morning or a tray of cupcakes for the class party we just found out about. It matters to those of us who worry when our kids ride their bikes to school in the morning or cross a busy street on their way to a friend’s houses in the afternoon or play outside with the neighborhood kids on a warm night.

12-3

Does it matter enough? Well, I think so. And I suspect the young families who have begun moving into my neighborhood think so as well.

We know that, in the age of the Ways app, when those main thoroughfares become clogged with commuters the streets in our sleepy enclave will become alternative routes and soon enough we won't hear children playing outside anymore. We won't see clusters of pre-teens stopping for a slice at Dinos on their way home from Luther. We won't see moms pulling wagons to Maple Street playground. Something essential —on which you can't put a price tag — will be lost.

12-4

I understand that the issue is not black and white. In making a recommendation, city staff needs to balance the city's desire to generate revenue and take advantage of opportunities for economic growth and the residents' desire to maintain a certain quality of life and maintain some of the "livability" that drew us to Burbank in the first place. In my view — given the swift approval of so many development projects in recent years — there has not been enough of that balance lately.

12-5

I am hopeful that this project, however — as egregious as it is in its disregard for nearby Burbank residents — will provide a real opportunity for the planning department to demonstrate its willingness to act in the best interest of the people who live here — and pay taxes here. This is the only project I have seen with multiple grades of "F" and "no mitigation possible" in the EIR. There seems to be little point in going through the motion of commissioning an environmental study if the city plans to disregard the findings.

12-6

The developer claims that encouraging future employees to ride their bikes to work or take public transportation is a viable solution to this problem; it is not for the simple reason that the infrastructure does not exist in Burbank or— Los Angeles for that matter — to make this a safe and efficient option for most people. There is, for example, no bike lane — not even an unprotected bike lane — on Hollywood Way. And I am sure you are aware — from reading the multiple studies on this issue — that any true effort to encourage bicycle use requires investment in **protected** bike lanes, an investment Burbank has, thus far, been unwilling or unable to make.

12-7

12-8

Thank you for considering my position on this. I hope when you eventually draft a staff report for the City Council's review, it reflects the concerns of residents like me who would urge a "no" vote on proceeding with this project in its current incarnation.

12-9

Regards,
Amanda Biers-Melcher
1515 N Evergreen Street

From: Mike Hoblinski [mailto:hobergenix@gmail.com]
Sent: Tuesday, September 18, 2018 1:27 PM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Subject: Avion Project

I read the article in the Burbank Leader about the project and it said the public has one month to air issues and concerns. Is there an email or online site that we can do this or does it have to be done in person.

13-1

They talked about transportation and mobility to the project. When the new Burbank Airport Metrolink North station was built the side walk section across the street was never fixed. People trying to get to the station on foot on San Fernando road approaching from the west have to now walk in the street to get thru. The side walk turns to dirt and ends at Cohasset. If cars are parked at the curb you have to walk even further into the street. Seems to me this side walk problem should have been fixed when they built the Metrolink station.

13-2

Mike Hoblinski

From: Julie Fisher <motormaid@charter.net>
Date: September 19, 2018 at 8:07:01 PM PDT
To: <CityCouncil@burbankca.gov>
Subject: The Avion

Dear City Council Members-

Please consider this our endorsement of this letter to you from our neighborhood:

We, the undersigned, are Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

I4-1

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of “F should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

I4-2

We urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

I4-3

We urge the planning department and our elected officials to consider that our children cross these intersections daily on their way to school, the park or the library — and increased traffic is a threat to their safety.

I4-4

We urge the planning department and our elected officials to consider that traffic from these congested North-South arteries would likely to spill-over onto nearby residential streets and threaten the quality of life of families who live here.

I4-5

We urge the planning department and our elected officials to reject the developer’s assertion that encouraging future tenants to use public transportation and bike to work might provide a sufficient remedy. The EIR reached a different conclusion. We think you will agree that there is no point in commissioning a report if we intend to dismiss any findings that don’t support proceeding according to the developer’s wishes.

I4-6

We urge the planning department and our elected officials to vote “No: on proceeding with this project in its current incarnation.

I4-7

Sincerely,

Jon and Julie Fisher
Burbank

From: Ann Martinson <annmart501@icloud.com>
Date: September 19, 2018 at 11:00:29 AM PDT
To: citycouncil@burbankca.gov
Subject: Please Consider the Residents!!

We, the undersigned, are Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

| 15-1

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of “F should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

| 15-2

We urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

| 15-3

We urge the planning department and our elected officials to consider that our children cross these intersections daily on their way to school, the park or the library — and increased traffic is a threat to their safety.

| 15-4

We urge the planning department and our elected officials to consider that traffic from these congested North-South arteries would likely to spill-over onto nearby residential streets and threaten the quality of life of families who live here.

| 15-5

We urge the planning department and our elected officials to reject the developer’s assertion that encouraging future tenants to use public transportation and bike to work might provide a sufficient remedy. The EIR reached a different conclusion. We think you will agree that there is no point in commissioning a report if we intend to dismiss any findings that don’t support proceeding according to the developer’s wishes.

| 15-6

We urge the planning department and our elected officials to vote “No: on proceeding with this project in its current incarnation.

15-7

Ann Martinson
Burbank, Ca
Lifelong Resident
Lives off Victory/Pass

From: "Tomova, Monica" <Monica.Tomova@disney.com>
Date: September 19, 2018 at 10:28:36 AM PDT
To: "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
Subject: Proposed development

We, the undersigned, are Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

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I6-1

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of “F should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

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I6-2

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I6-3

We urge the planning department and our elected officials to consider that our children cross these intersections daily on their way to school, the park or the library — and increased traffic is a threat to their safety.

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I6-4

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I
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I6-5

We urge the planning department and our elected officials to reject the developer’s assertion that encouraging future tenants to use public transportation and bike to work might provide a sufficient remedy. The EIR reached a different conclusion. We think you will agree that there is no point in commissioning a report if we intend to dismiss any findings that don’t support proceeding according to the developer’s wishes.

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I6-6

We urge the planning department and our elected officials to vote “No: on proceeding with this project in its current incarnation.

I
I6-7

Best Regards,
Monica Tomova

From: Rudy Matchinga <artdirected57@yahoo.com>
Date: September 19, 2018 at 7:11:38 AM PDT
To: "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
Subject: Avion Project
Reply-To: Rudy Matchinga <artdirected57@yahoo.com>

"I am writing to urge the city to reject Overton-Moore's proposal to develop the B-6 property on Hollywood Way. The Avion project, as currently envisioned, would profoundly impact families who live and work in Burbank and endanger children who attend Burbank schools, play in Burbank parks and visit Burbank libraries.

17-1

As I am sure you are aware, according to the EIR, there is no way to mitigate the crippling impact this project will have on traffic on the only two North/South arteries in this part of Burbank — Hollywood Way and Buena Vista Street. In my view, that should be the end of the discussion, right there. But, of course, I am not naive enough to believe that, with this kind of money at stake, it will be.

17-2

However, I am still asking that instead of shrugging the traffic impact off as unimportant and proposing that the City Council approve a development agreement anyway, you do one thing: consider this issue from the perspective of someone who actually lives in Burbank (not in Palos Verdes like the developer) and has spent the last two decades raising a family here.

Traffic matters. It matters a lot to those of us who have children to get to school, to baseball practice and to music lessons or parents to get to doctors' appointments. It matters to those of us who want to come home after work and toss a ball with our kids in the backyard and sit down to a family dinner before everyone starts homework. It matters to those of us who need to run out and grab a loaf of bread to make lunches in the morning or a tray of cupcakes for the class party we just found out about. It matters to those of us who worry when our kids ride their bikes to school in the morning or cross a busy street on their way to a friend's houses in the afternoon or play outside with the neighborhood kids on a warm night.

17-3

Does it matter enough? Well, I think so. And I suspect the young families who have begun moving into my neighborhood think so as well.

We know that, in the age of the Ways app, when those main thoroughfares become clogged with commuters the streets in our sleepy enclave will become alternative routes and soon enough we won't hear children playing outside anymore. We won't see clusters of pre-teens stopping for a slice at Dinos on their way home from Luther. We won't see moms pulling wagons to Maple Street playground. Something essential — on which you can't put a price tag — will be lost.

17-4

I understand that the issue is not black and white. In making a recommendation, city staff needs to balance the city's desire to generate revenue and take advantage of opportunities for economic growth and the residents' desire to maintain a certain quality of life and maintain some of the "livability" that drew us to Burbank in the first place. In my view — given the swift approval of so many development projects in recent years — there has not been enough of that balance lately.

17-6

I am hopeful that this project, however — as egregious as it is in its disregard for nearby Burbank residents — will provide a real opportunity for the planning department to demonstrate its willingness to act in the best interest of the people who live here — and pay taxes here. This is the only project I have seen with multiple grades of "F" and "no mitigation possible" in the EIR. There seems to be little point in going through the motion of commissioning an environmental study if the city plans to disregard the findings.

17-7

Comment Letter No. 17

The developer claims that encouraging future employees to ride their bikes to work or take public transportation is a viable solution to this problem; it is not for the simple reason that the infrastructure does not exist in Burbank or— Los Angeles for that matter — to make this a safe and efficient option for most people. There is, for example, no bike lane — not even an unprotected bike lane — on Hollywood Way. And I am sure you are aware — from reading the multiple studies on this issue — that any true effort to encourage bicycle use requires investment in protected bike lanes, an investment Burbank has, thus far, been unwilling or unable to make.

Thank you for considering my position on this. I hope when you eventually draft a staff report for the City Council’s review, it reflects the concerns of residents like me who would urge a “no” vote on proceeding with this project in its current incarnation.”

17-7

17-8

17-9

Rudy Matchinga
220 South Brighton Street

From: "frank@frankmacchia.net" <frank@frankmacchia.net>

Date: September 20, 2018 at 5:12:34 PM PDT

To: egabel-luddy@burbankca.gov, sspringer@burbankca.gov, bfrutos@burbankca.gov, tmmurphy@burbankca.gov, jtalamantes@burbankca.gov

Subject: Avion Project

We, the undersigned, are Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

18-1

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of “F should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

18-2

We urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

18-3

We urge the planning department and our elected officials to consider that our children cross these intersections daily on their way to school, the park or the library — and increased traffic is a threat to their safety.

18-4

We urge the planning department and our elected officials to consider that traffic from these congested North-South arteries would likely to spill-over onto nearby residential streets and threaten the quality of life of families who live here.

18-5

We urge the planning department and our elected officials to reject the developer’s assertion that encouraging future tenants to use public transportation and bike to work might provide a sufficient remedy. The EIR reached a different conclusion. We think you will agree that there is no point in commissioning a report if we intend to dismiss any findings that don’t support proceeding according to the developer’s wishes.

18-6

We urge the planning department and our elected officials to vote “No: on proceeding with this project in its current incarnation.

18-7

Signed,

Frank Macchia and Tracy London

From: Laura Ioanou-Price [<mailto:loawanna@aol.com>]
Sent: Thursday, September 20, 2018 9:21 AM
To: Plambaeck, Scott <SPlambaeck@burbankca.gov>
Cc: City Council <citycouncil@burbankca.gov>; Davis, Ron <RDavis@burbankca.gov>
Subject: Avion Project comments

Hello,

I agree with this letter written by another Burbank resident. I also, suggest having the developer scale back the project size or build in phases. If you find after allowing 1/2 the square footage built and filled to capacity had not causing major traffic issues, then allow for another phase to continue, more should be built. Please, consider the quality of life of area residents. Please, don't turn Burbank into the new West LA. Advocate for responsible development. Don't ignore the EIR report about air pollution and traffic.

19-1

We, the undersigned, are Burbank residents concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

19-2

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of "F" should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

19-3

We urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

19-4

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19-5

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19-6

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19-7

We urge the planning department and our elected officials to vote "No: on proceeding with this project in its current incarnation.

19-8

Thank You,

Laura Ioanou-Price

From: Michael Moynahan [<mailto:luckymoyn@yahoo.com>]
Sent: Monday, September 24, 2018 10:54 AM
To: Thomas, Xavier A. <XAThomas@burbankca.gov>
Cc: City Council <citycouncil@burbankca.gov>
Subject: The Avion aka B-6 property

Dear Xavier,

I am having difficulty finding email addresses for the Planning Board. Would you kindly forward my email to all five members? Thank you.

I
I10-1

Dear Planning Board,

I am one of many, many Burbank residents who are very concerned about how the proposed development of the former B-6 property (a.k.a. The Avion) might affect the surrounding community, particularly with regard to increased traffic.

I
I10-2

The Environmental Impact Report for the project noted that certain key intersections along Hollywood Way and Buena Vista Blvd. would warrant a grade of "F" should the project proceed as planned. The EIR further concluded that no measures could feasibly be taken to mitigate these traffic impacts short of not proceeding with the development.

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I10-3

We urge the planning department and our elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks.

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I
I10-7

We urge the planning department and our elected officials to vote "No: on proceeding with this project in its current incarnation.

I
I10-8

Mike Moynahan
Burbank, CA.

From: Bud Ovrom [mailto:budovrom8@gmail.com]
Sent: Thursday, September 27, 2018 10:01 PM
To: Ramirez, Fred <FRamirez@burbankca.gov>; Plambaek, Scott <SPlambaek@burbankca.gov>
Cc: Prescott, Patrick <PPrescott@burbankca.gov>; Davis, Ron <RDavis@burbankca.gov>
Subject: DEIR Avion Project comments

Thanks again for meeting with me yesterday to walk thru the project.

Attached are my comments, for inclusion in the consideration of the DEIR. I did not have time to polish them, but pretty much what I expressed when we met.

Good luck - - you folks really have your hands full!

Bud

Sent from my iPad

>
>

|

I11-1

September 28, 2018

Mr. Scott Plambaek
Deputy City Planner
City of Burbank

Re: DEIR for the Proposed Avion Project

As a 30 year resident of Burbank, who has long been committed to the City’s economic and social prosperity, I am writing to offer my “food for thought” as the community, City staff, Planning Commissioners and City Council Members consider the Draft Environmental Impact Report (DEIR) for the proposed Avion project.

I strongly support the development of the former Lockheed B-6 property. Although my comments might sometimes seem critical, my sole desire is to try to help make the development of this strategic site the best it can be for the future of the City.

For the purpose of this initial letter, I will touch on just 3 points which I think the community and decision makers should consider:

1. Highest and best use of the site

This 60-acre parcel is one of the most important development opportunities in the City. Is this proposed project the best it can be for that strategic location on Hollywood Way, immediately adjacent to the proposed new Hollywood Burbank Airport terminal, between two major freeways and served by two major rail lines?

The comments from the developer, Overton Moore, describe the project as a “media-, aerospace-, technology-focused hub, similar to what can be found in Silicon Valley and El Segundo”. I was in Palo Alto earlier this month and had the opportunity to also visit business parks in Milpitas and Santa Clara. In my estimation, this proposed project is NOT at all similar to what is being built today in the Silicon Valley. Before the staff, Planning Commissioners and Council members accept this Overton Moore representation, I urge them to go to the Silicon Valley and see firsthand the new development which is taking place. Or, go to Silicon Beach and see the type of development that is going on in Playa Vista, El Segundo and Santa Monica. I do not think they would find many similarities to the Avion Project.

Perhaps it would not be fair or reasonable to expect a project of that caliber. Silicon Beach and Silicon Valley are two of the most dynamic micro-economies in the nation. My objection is that I believe it is disingenuous to portray the Avion project as ‘similar’ to the Silicon Valley as part of the sales pitch.

When I first heard that the Avion project was going to be two-story, tilt-up, concrete buildings with surface parking, I thought it would at least be equivalent to the early phases of the Spectrum project in



I11-2

I11-3

I11-4

I11-5

Irvine. I would also urge the decision makers to at least drive to Irvine and see the type of two-story tilt up concrete buildings which were being constructed there over 20 years ago. I believe even those first-generation Spectrum buildings are superior, in terms of jobs and tax creation, to what is being proposed at the Lockheed B-6 property for 2020 and beyond. The Avion project is probably something we would have been thrilled to get in the 1970's for the original Golden State Redevelopment Project Area. But, it strikes me as something which would be very out of place today.

I11-5

Almost all the renderings in the Avion presentation and EIR show the office space and the retail components, to give a more favorable impression of the aesthetics of the project. But, the 142,250sf office component is only 11% of the total development space in the project and the 15,154sf retail space is only slightly above 1%. The hotel is listed as 166 rooms (101,230sf). By comparison, the Hilton Garden Inn and the Marriott Spring Hills Suites on South San Fernando in downtown Burbank are 209 and 170 rooms, respectively. Does it follow that a new hotel, immediately adjacent to the new airport terminal, should be smaller than either of those two hotels across town? If any of the decision makers do go to Irvine, please stop by and see the Marriott Courtyard@Irvine Spectrum. I believe it is perhaps the smallest hotel in the Spectrum, with 200 rooms and 15,000sf of meeting space.

I11-6

The bottom line is that the proposed Avion project is overwhelmingly (80%) used for 'industrial/warehouse' – 1,014,887sf out of total of 1,273,523sf of development. The narrative description and the selected renderings do not accurately portray the character of the vast majority of the project. There are black and white elevations of the industrial/warehouse buildings in the EIR, and they show that the dominant feature of most of the building frontage is architecturally characterized by large blank walls and truck loading docks, (with attractive entrances at certain corners).

I11-7

I hasten to add that there is ABSOLUTELY NOTHING WRONG OR BAD with industrial/warehouses! There is a high demand for such space and a very low vacancy rate for existing buildings. Overton Moore is an outstanding company and does a lot of this type of development. However, the question the decision makers need to answer is, 'is that the best type of use for this particular location?'

I11-8

Although I have not personally verified it, I understand that Overton Moore paid about \$1 million per acre for the site, of about \$23 per square foot. In my estimation, that is a very low price in today's market. The developer should be able to make a lot of money with this project, which is fine. But, the question the decision makers need to ask themselves is, 'does this project yield the best economic return for the City?'

I11-9

Burbank has a ballot measure on the next election seeking to raise the sales tax to preserve essential local governmental services. Burbank has traditionally had excellent city services, in large part due to the large commercial tax base in relation to the relatively small number of residents. The loss of Lockheed was a big economic blow to Burbank, but most of the policy makers at the time realized that the recycling of those WW II vintage buildings was inevitable and would be beneficial over the long term, because the replacement uses would create more jobs, higher tax revenues and a cleaner environment. For the most part, that has proven to be true with the redevelopment of the other Lockheed sites. The

I11-10

Overton Moore proposal for the B-6 site might be one situation where a new project does not maximize the economic potential of the site in terms of jobs and general fund tax revenues.

I11-10

My personal philosophy for real estate development is that each generation of projects should be 'better' than the generation before it. M. David Paul's Media District North project and the office park at the western end of the Empire Center are good examples of commercial projects that were built 15-20 years ago. Is the proposed Avion project economically and aesthetically better than either of those two older projects?

I11-11

Minimally, I would urge the decision makers to take a close look at Alternative 2 in the DEIR. It would reduce the amount of industrial/warehouse to 500,000sf and add 500,000sf of office buildings. It would have two, 200-room hotels with 20,000sf of event space in each. The retail would stay the same (15,475sf) and perhaps the two hotels could be combined into one, or have two brands sharing a single building, to order to improve the efficiency of the use of the land. This approach would preserve a significant portion of Overton Moore's core vision (industrial/warehouse) but provide more economic and aesthetic benefit to the City with the office space and larger hotel.

I11-12

For Alternative 2, the DEIR notes that, "The project site would not remain vacant long, even if the proposed project is not approved" (1.3.2). Moreover, the DEIR concludes that, "compared to the proposed project, Alternative 2 would reduce impacts related to air quality, greenhouse gas emissions, noise and transportation" (6.6, page 6-52).

I11-13

This Alternative 2 would not be my "ideal" project, but it could be a viable compromise and would stay within the context of the current DEIR.

2. Urban Design

I think it is essential to look at any project in the context of the entire 'neighborhood' in which it is located. Nowhere in the DEIR did I find a vicinity map or an expanded site plan which showed the Avion project and how it would relate to the surrounding uses. All the site plans I saw in the DEIR showed the Avion project as an island.

I11-14

For example, based on my own understanding of the area, I can tell that as person drives to the new airport terminal along the rim road that separates the airport from the Avion project, the view they would have is of the airport parking structure on one side and Avion loading docs on the other side. Nothing in the DEIR shows that physical relationship. A large parking structure can be unappealing (look at the airport's car rental facility) but loading docks can be outright obnoxious! They are necessary for industrial/warehouse buildings, but they would not make for an appealing 'view corridor' leading up to the new terminal! The access road could be heavily landscaped to hide the Avion project, but it would be unfortunate to have a new project which needs to be hidden from sight. One can look at John Wayne and other regional airports to see how a terminal can have a more complimentary and mutually beneficial relationship with its surrounding neighborhood.

I11-15

Prior to the Public Hearings on the DEIR and the project itself, City staff should be directed to provide a comprehensive vicinity site plan which shows the working relationship and connectivity between the Avion project, the new terminal, what becomes of the old terminal, the 'food court' at Thornton and Hollywood Way, the rental car facility, all the major parking structures/lots, the Metrolink stations, the Marriott Hotel and Conference Center, etc. The Avion project absolutely needs to be viewed as a part of the whole neighborhood and not as a stand-alone development.

I11-16

3. Environmental Impacts

Frankly, I was disappointed to see that Overton Moore did not make a bigger commitment to environmental sustainability. There was mention of adhering to the California Green Code, but that is State law and the minimum required of any new development.

I was hoping the project would be more imaginative and provide some 'stretch goals'. I did not even see any commitment to LEED certification. How about Gold?! There are massive amounts of flat roofs, but I did not see any solar panels or green roofs. I am sure the project meets the minimum code requirement for landscaping, but I did not see any major water features, expansive green space or other enhancements above and beyond code. Working together with the new airport terminal, could they achieve some pioneering "Net Zero" goals for energy and water consumption? Even the number of charging stations for electric cars only appears to be the minimum.

I11-17

Traffic has the biggest negative impact from the project. However, I consider this area to be very 'transit rich', with the two Metrolink stations and the potential to connect with the Red and Gold lines in North Hollywood. What more creative opportunities can be found for smartly moving people in, out and around the entire neighborhood?

I11-18

I am not an expert on the future of environmental innovations, but given the size of this project, particularly when taken together with the new airport terminal, think of the potential that exists here! Certainly, environmental sustainability is one of the biggest issues of our time. Doing something about it starts with leadership. Regardless of whatever they are already doing, both staff and the developer should be pushed to be doing more!

I11-19

Thank you for considering my 'food for thought'.

Bud Ovrom

4.3 Response to Comments

Agencies

Comment Letter A1: South Coast Air Quality Management District

Comment A1-1: South Coast Air Quality Management District Cover letter to the City Planner, Mr. Plambaek.

Response A1-1: The comment is a statement regarding the addressee of the letter. This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project. .

Comment A1-2: The commenter states staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final CEQA document.

Response A1-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A1-3: The commenter states the lead agency proposes to construct a mixed-use development that will consist of 15,475 square feet of retail space, 142,250 square feet of office use, a 101,230-square-foot hotel with 166 rooms, and 1,014,887 square feet of industrial use on 61 acres (Project). The Project is located at 3001 North Hollywood Way on the southwest corner of North San Fernando Boulevard and North Hollywood Way in the City of Burbank.

Response A1-3: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A1-4: The commenter states the lead agency determined that the Project would have exceed SCAQMD's CEQA Significance Threshold for operational NOx emissions and have significant and unavoidable impacts to regional air quality during operation. The commenter's staff's detailed comments regarding the air quality analysis and suggestions for further mitigation within the comment letter provided.

Response A1-: This comment summarizes SCAQMD's understanding of the Air Quality Analysis (AQA) of this Project and does not state a specific concern about the adequacy of the AQA or otherwise comment on the contents of the AQA. However, subsequent comments do provide direction and this comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A1-5: Although building tenant(s) are currently unknown at the time of circulation of the draft EIR, the lead agency has committed to Mitigation Measure AIR-3, which requires that

all industrial and commercial uses that occur at the Project site shall provide electrical connections for trucks with transport refrigeration units (TRUs) and that all electric-capable TRUs utilize the connection when in use. Since TRUs are commonly in-use at cold storage warehouses, and building tenants are unknown, it is reasonably foreseeable that the industrial use at the Project could incorporate cold storage. However, the air quality analysis does not quantify emissions for cold-storage warehouse uses. If TRUs will be used during operation of the Project, the SCAQMD staff recommends that the lead agency revise the air quality analysis and Health Risk Assessment (HRA) to calculate and disclose operational emissions from TRUs in the final CEQA document.

Response A1-5: Although building tenant(s) are currently unknown, the TRU uses associated with the Project are expected to be ancillary uses with short duration for the unloading of food products for the proposed restaurants and retail stores and as such do not require a revised air quality analysis and HRA. The Project is not anticipated to have any future tenants with cold storage warehouses. Since the Project would not have any cold storage warehouse uses associated with it, the air quality analysis and HRA completed for the project are appropriate. Thus, the additional quantification of emissions for cold storage warehouses is not warranted and does not need to be disclosed in the final EIR. Additionally, Mitigation Measure AIR-3 ensures the TRUs associated with the Project for food distribution would be plugged in, to reduce idling emissions, while they are being unloaded for the proposed restaurant and/or retail uses.

Comment A1-6: The commenter states as described in the SCAQMD's 2016 Air Quality Management Plan, achieving NO_x emissions reduction in a timely manner is critical in order to meet attainment of the National Ambient Air Quality Standard for ozone levels before the 2023 and 2031 deadlines. The commenter states the Project contributes to significant regional NO_x emissions. Therefore, SCAQMD staff recommends that the lead agency review and incorporate the following mobile source-related mitigation measures to further reduce operational NO_x emissions.

- Require the use of zero and near-zero emissions technologies that are commercially available now and in the future into daily operations to the fullest extent feasible. Such technologies can include non-diesel landscaping equipment like electric lawn mowers and leaf blowers and non-diesel warehouse equipment such as electric forklifts and hybrid electric medium-duty trucks.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NO_x impacts from this Project. Further, trucks that run at least partially on electricity are projected to become available during the life of the Project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). It is important to make this electrical infrastructure available when the Project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the Project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the lead agency require the Project and other plan areas that allow truck parking

to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in.

- Limit the daily number of trucks allowed at the Project to levels analyzed in the final CEQA document. If higher daily truck volumes are anticipated to visit the site, the lead agency should commit to re-evaluating the Project through CEQA prior to allowing this land use or higher activity level

Response A1-6: The Project was designed to reduce NO_x emissions as much as possible. Since the future tenants are currently unknown, the requirement to utilize zero and near-zero emission technologies during operations is not feasible or enforceable (as we do not know the Applicants ability to equip the site for future unknown tenant uses) and will not be included as a mitigation measure. Additionally, the City of Burbank does not have the resources to monitor and enforce such a mitigation measure.

However, in accordance with the SCAQMD suggestion, Project Design Feature AIR-3 (PDF-AIR-3) has been added to the Project. The intent of PDF-AIR-3 would be to guide applicable Project-related traffic, including trucks, to Interstate 5 (I-5) while minimizing truck intrusion into residential areas, in support of the SCAQMD NO_x reduction goals (see Chapter 2, *Additions and Modifications to the Draft EIR*). As follows:

PDF-AIR-3: Guide Signs. The Project applicant/owner shall install appropriate guide signs and trailblazer signs directing Project traffic destined for Interstate 5, including trucks, to use Northbound Hollywood Way to access Interstate 5 to minimize truck intrusion into residential areas. The guide signs and trailblazer signs would be included in the Project vicinity.

To further support the reduction of NO_x emissions, the Applicant has agreed to install 32 electrical charging equipment stations for use by distribution trucks at the truck bays. This will allow the Project to utilize electric distribution trucks when they become more readily available in support of the SCAQMD NO_x reduction goals.

Regarding capping the daily number of trucks allowed, CEQA requires that an EIR evaluate the proposed Project based on reasonable assumptions and foreseeable actions. The number of truck trips the Project is expected to generate was calculated in the TIA and is Project specific. The commenter does not provide any evidence that the truck trips associated with the Project would be greater than those analyzed in the Draft EIR. Additionally, instituting a cap on the number of trucks that can access the Project is not required under CEQA, nor would it be feasible for City of Burbank to monitor and enforce such a requirement. Thus, limiting the daily number of trucks allowed at the Project to levels analyzed in the final CEQA document will not be added as a mitigation measure.

Comment A1-7: The commenter states due to historical uses at the site, large earth moving activities that will occur during construction of the Project may release Toxic Air Contaminants. SCAQMD Rule 1466 – Control of Particulate Matter from Soils with Toxic Air Contaminants may be applicable and a discussion of compliance should be incorporated into the final CEQA document.

Response A1-7: A discussion of Rule 1466 has been added to the Final EIR, Chapter 2, *Additions and Modifications to the Draft EIR*, under revised Section 4.7.2, *Regulatory Setting*. Rule 1466 applies to earth moving activities of soil with applicable TAC that have been identified as a concern at a superfund site, Brownfield site, Regional Water Quality Control Board (RWQCB) cleanup site, or County, local, or State hazardous material release site. As described on page 4.7-3 of the Draft EIR, in Section 4.7, *Hazardous and Hazardous Materials*, the Project site lies within the San Fernando Valley Groundwater Basin Superfund Site and is part of the Los Angeles RWQCB (LARWQCB) Well Implementation Program (WIP). Pertinent to Rule 1466, the TAC of concern at the Project site is hexavalent chromium, which was identified in soil samples in the 1990s. 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 USEPA. An NFA was received from the LARWQCB in 2003 indicating no further requirements for soil investigation, specifically for chromium, on the project site. In 2013, after detecting hexavalent chromium in drinking water wells in the San Fernando Groundwater Basin, 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 area of concerns (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 an NFA letter for the site related to groundwater. This case is considered open with the LARWQCB.³ Based on these site information, there is low likelihood that elevated concentrations TACs (i.e., hexavalent chromium) are present in soils. Under PDF HYDRO-2, the Project applicant has prepared a Soil Management Plan (SMP) as a precautionary measure if unexpected soil contamination is encountered, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. In the event that Project-related excavation unexpectedly encounters contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166 for VOC and Rule 1466 for TACs. Additionally, in accordance with the NFA and NFR determinations for the site, the LARWQCB would be notified within 72 hours of any soil contamination encountered.

Comment A1-8: SCAQMD staff is available to work with the lead agency to address any air quality questions that may arise from this comment letter.

Response A1-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

³ Ardent Environmental Group, Inc. (Ardent), 2016a. Phase I Environmental Site Assessment Parking Lot, 3120 and 3130 Kenwood Street, Burbank, California. February 24.

Comment Letter A2: California High Speed Rail Authority

Comment A2-1: The commenter states that the California High-Speed Rail Authority (Authority) has reviewed the Draft EIR and provided a comment letter regarding the Notice of Preparation (NOP) for the Project on July 10, 2017 noting the footprints for the High-Speed Rail (HSR). The commenter notes that the Project Initial Study does not consider the proposed HSR alignment.

Response A2-1: A letter was not received from the Authority during the scoping period, which was from June 9, 2017 to July 8, 2017.

Comment A2-2: The commenter states that Table ES-1 and Appendix A do not include the Authority's July 10, 2017 NOP comment letter.

Response A2-2: The City did not receive a letter from the Authority during the scoping period as stated above. It is noted for the record in this Final EIR and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A2-3: The commenter states that the Draft EIR does not include the HSR project in its list of cumulative projects.

Response A2-3: The HSR project has been included in the cumulative list as part of the Final EIR. This comment is noted for the record in this Final EIR and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A2-4: The commenter states that the previously identified overlap between the Project and the proposed HSR Burbank Airport Station platform configuration options remains present in the Draft EIR. The Draft EIR does not acknowledge or address this overlap.

Response A2-4: The cumulative list that was included in the Draft EIR Traffic Impact Analysis, includes a number of project's in the Project vicinity. For the proposed project's cumulative year of 2024, HSR will not be in service, thus connection was not included in the Project cumulative list. The HSR website states the goal is service beginning on phase 1 by 2029. Statewide Rail Modernization:

http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/index.html Accessed 1, 23, 2019

Comment A2-5: The Authority requests that the City take into consideration the proposed HSR project as it prepares the Final EIR. In addition, the Authority requests to work collaboratively with the City, the Avion Burbank Project team, and other key stakeholders going forward as part of the ongoing station area planning work for the Burbank Airport Station being led by the City. The Authority acknowledges the letter as being submitted after the official close of the public comment period for the Draft EIR. The commenter provides contact information.

Response A2-5: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR, this comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter A3: Department of Toxic Substances Control

Comment A3-1: The commenter states that they received the NOA and reviewed the Draft EIR.

Response A3-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment A3-2: The commenter states that the Draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

Response A3-2: The historic uses at the Project site were described in Section 4.7.1, *Environmental Setting*, of the Draft EIR. As stated in this section, the Project site is comprised of three different properties; a portion of the former Lockheed B6 Plant (B6 Plant) property, the former Aviall parking lot (Aviall) property, and the former Pacific Airmotive Corporation (PAC) property, under each of the three properties, the historic uses of the site and chemicals used at the site is discussed as well as any investigations and cleanup activities that have been conducted at the site. Existing uses at the site are also described in Section 4.7.1, *Environmental Setting*, of the Draft EIR. This section describes the existing uses at the site and the results of the hazardous materials database site listings within 0.5 to 1 mile of the Project site. An analysis of these conditions and whether these conditions may result in impacts to humans and/or the environment related to the release or exposure to hazardous substances is presented in Section 4.7.5, *Impact Analysis*, beginning on page 4.7-25 of the Draft EIR.

Additionally, the Project site is located within the San Fernando Valley Groundwater Basin, that has been designated by USEPA as a Federal Superfund Site due to groundwater contamination associated with the historical industrial land uses in the area, including the historical uses at the Project site. The areas of groundwater contamination, designated as “Operable Units,” contain chemicals such as VOCs and other hazardous chemicals; the Project site lies within the Burbank Operable Unit.⁴ As a result, environmental investigations and various remedial activities have taken place at the former B6 Plant, PAC, and Aviall parking sites. The RWQCB mandated a WIP associated with the Superfund Site which identified underground storage tanks (USTs) and other subsurface features. As a result, remedial activities were performed, including UST removal and closures, and demolition of subsurface features of concern at all three sites. Additionally, numerous Phase I and Phase II assessments have been conducted at the Project site over the years and are summarized in Section 4.7, *Hazards and Hazardous Materials*, and included as Appendix G of the Draft EIR.

⁴ Ibid.

As detailed in Appendix G, parts of the Project site have received a No Further Action (NFA) determination from the RWQCB for soil under Cleanup and Abatement Order No. 87-161, in the following areas: parcels A, B, C, D, E, F, G, I, J, L of Lockheed Plant B-6 West (issued on various dates in 1996), parking lot NE of Building 82, Lockheed Plant B-6 (issued September 1996), and multiple sites at Plant B-6 (issued October 1996). Residual contaminants left in place were determined to not be a threat to groundwater quality. The Former Aviall property has conducted cleanup actions from 1991 through 1995, with numerous site investigations conducted throughout the 2000's. Site investigations completed in 2014 and 2015 reported concentrations of hexavalent chromium in soil and non-detect hexavalent chromium in groundwater. In 2016, the RWQCB requested on-site groundwater sampling as part of the San Fernando Valley Superfund Site investigation. The part of the Project site located at 3611 North San Fernando Boulevard, the former Image Transform Laboratory, received a No Further Requirement (NFR) for chromium VI investigation determination, dated December 23, 2003, from the RWQCB, based on information provided in their chemical use questionnaire which disclosed chemicals or materials with little or no chromium compounds, results of the Regional Board Staff inspection, and/or completed onsite assessment work indicated insignificant or no chromium contaminates in or to the soil.

Comment A3-3: The commenter states that the Draft EIR needs to identify any known or potentially contaminated sites within the Project area. For all identified sites, the Draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

Response A3-3: As discussed in Response A3-2, Section 4.7.1, *Existing Conditions*, of the Draft EIR describes the known historic and existing potentially contaminated sites within the Project area. Since the Project site lies within the San Fernando Valley Groundwater Basin Burbank Operable Unit numerous studies (Phase I and Phase II Environmental Assessments) and remediation, activities have been conducted as discussed above in Response A3-2. An analysis of these conditions and whether these conditions may result in impacts to humans and/or the environment related to the release or exposure to hazardous substances is presented in Section 4.7.5, *Impact Analysis*, beginning on page 4.7-25 of the Draft EIR. Specifically, under Impact 4.7-3, a conceptual exposure model was prepared to assess impacts on workers during operational (long-term) activities. The CEM identifies the potential sources of exposure (soil and groundwater), and the potential pathway to human exposure. Potential pathways include ingestion of contaminated groundwater, inhalation of volatiles from sub-surface volatilization of contaminants, and inhalation or direct dermal contact with contaminated soil. During this discussion, soil gas analyses were conducted in areas of known spills. With the results of these tests, a human health risk assessment (HHRA) was completed to assess the potential human health risk to future occupants of the property, using the soil gas survey results from 2013, 2015 and 2016. Based on the results, the residual VOCs would not pose a potential unacceptable human health risk to future occupants via vapor intrusion. Long-term operation of the Project would not likely expose sensitive receptors to soil contamination as evidenced by the soil investigations and HHRA's performed for the Project site. Maintenance activities would not disturb soils to a depth that soil contamination would be expected. Previous soil cleanup efforts at the Project site, under the direction and oversight of the Regional Water Quality Control Board, would also minimize the possibility of exposure to workers or occupants.

Under PDF HYDRO-2, the Project applicant has prepared a SMP as a precautionary measure if unexpected soil contamination is encountered, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. In the event that Project-related excavation unexpectedly encounters VOC-contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166. Additionally, in accordance with the NFA and NFR determinations for the site, the LARWQCB would be notified within 72 hours of any soil contamination encountered. Thus, as the conceptual exposure model demonstrates, all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure. As evidenced under Section 4.7.5, *Impact Analysis*, conditions at the site do not pose a threat to human health or the environment.

Comment A3-4: The commenter states that the Draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

Response A3-4: The Project site is currently included in the San Fernando Valley Groundwater Basin Superfund Site. As a result, environmental investigations and various remedial activities have taken place at the Project site, which includes part of the former Plant B6 site, PAC, and Aviall parking sites, under the direction and oversight of the RWQCB. The RWQCB mandated a WIP associated with the Superfund Site which identified USTs and other subsurface features. As a result, remedial activities were performed, including UST removal and closures, and demolition of subsurface features of concern at all three sites. Additionally, groundwater monitoring and soil investigations have been conducted at the sites over the years, which are included as Appendix G of the Draft EIR. The former Lockheed B6 Plant Property was issued NFA closure letters from the RWQCB, identifying locations in which soils are either not a threat to groundwater quality or do not require further remediation. Based on the lack of chlorinated solvents discovered on the PAC site in discrete soil samples and the relatively low concentrations discovered in groundwater, there is low likelihood that the Project site has significantly contributed to regional groundwater issues. The portion of the PAC site that is inside the Project site is associated with a much more contaminated property located approximately 350 feet southeast of the Project site (i.e. the Main Facility). Due to the ongoing soil remediation and groundwater monitoring associated with the Main Facility, regulatory closure for soil and/or groundwater has not been obtained for the PAC site. The Aviall site was not known to have contained manufacturing operations but has been used primarily as a parking lot. The part of the Project site located at 3611 North San Fernando Boulevard, the former Image Transform Laboratory, received a NFR for chromium VI investigation determination, dated December 23, 2003, from the RWQCB, based on information provided in their chemical use questionnaire which disclosed chemicals or materials with little or no chromium compounds, results of the Regional Board Staff inspection, and/or completed onsite assessment work indicated insignificant or no chromium contaminates in or to the soil.

As discussed above in Response A3-3, a conceptual exposure model was prepared to assess impacts on workers during operational (long-term) activities. The conceptual exposure model

demonstrates that all exposure pathways are incomplete, meaning there is not a direct connection from the contamination to human exposure,

The Draft EIR includes PDFs HAZ-3 Health and Safety Plan, and HYDRO-2 Soil Management Plan. PDF HAZ-3 incorporates OSHA and CalOSHA regulations, as well as FAA and airport health and safety requirements, and will be implemented in order to minimize the risk of injury to site workers.

Under PDF HYDRO-2, the Project applicant has prepared a SMP as a precautionary measure if unexpected soil contamination is encountered, which outlines the framework for contaminated soils assessment and identification, including hexavalent chromium, remediation, removal and disposal actions in accordance with applicable regulations. In the event that Project-related excavation unexpectedly encounters VOC-contaminated soil, the continuation of such excavation would be carried out in accordance with SCAQMD Rule 1166. Additionally, in accordance with the NFA and NFR determinations for the site, the LARWQCB would be notified within 72 hours of any soil contamination encountered. As remediation activities in the San Fernando Valley Groundwater Basin, including the Project site, is currently under RWQCB oversight, if any remediation activities were required on the Project site due to the uncovering of unexpected contaminated soils, it would also be conducted under RWQCB oversight. If treating soil on site is required, a permit to construct and operate the treatment equipment would be obtained from the SCAQMD and a copy of the permit will be provided to DTSC with RWQCB oversight.

Comment A3-5: The commenter states, if during construction of the Project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Response A3-5: See Response A3-4.

Comment A3-6: The commenter notes that DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). The commenter also provides contact information.

Response A3-6: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR, this comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Organizations

Comment Letter O1: Tribal Historic & Cultural Preservation Department, Fernandeno Tataviam Band of Mission Indians

Comment O1-1: The commenter states that on behalf of the Tribal Historic and Cultural Preservation (THCP) department of the Fernandeno Tataviam Band of Mission Indians (Tribe), thank you for your notification and the opportunity to comment on the draft EIR for the Project

referenced above. This message constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (as amended, 2015) and CA Public Resources Code section 21080.3.1

Response O1-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O1-2: The commenter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. Therefore, the Project is of interest to the THCP Department and the Tribe is interested in participating in consultation. In order to initiate consultation, the applicant must file a Consultation Form (attached) with the THCP department.

Response O1-2: On June 8, 2017, the City sent a letter to the Fernandño Tataviam Band of Mission Indians (Tribe) providing formal notification of the Project and notifying the Tribe that they had 30 days to respond pursuant to PRC Section 21080.3.1(d) if they wished to engage in government-to-government consultation. Since the Tribe did not respond to the request for consultation within the 30-day timeframe, no consultation is required.

Comment O1-3: The commenter asks for a better understanding of the Project and review the following information: -SCCIC Record Search -Cultural Resource Report; excavation plans; geotechnical report.

Response O1-3: The SCCIC Records Search and Cultural Resource Report can be found in Appendix C of the Draft EIR and the Geotechnical Engineering Investigation is located in Appendix E of the Draft EIR. The Draft EIR was made available for a 45-day public review period and was available online and at four separate branch libraries.

Comment O1-4: The commenter states that a formal notification letter was not received by the Tribe.

Response O1-4: On June 8, 2017, the City sent a letter to the Fernandño Tataviam Band of Mission Indians (Tribe) providing formal notification of the Project and notifying the Tribe that they had 30 days to respond pursuant to PRC Section 21080.3.1(d) if they wished to engage in government-to-government consultation. Since the Tribe did not respond to the request for consultation within the 30-day timeframe, no consultation is required.

Comment O1-5: The commenter thanks the City, looks forward to further information, and provides contact information.

Response O1-5: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter O2: Southern California Gas (SoCalGas)

Comment O2-1: The commenter states Southern California Gas Company is providing comment to the DEIR for the Avion Burbank Project

Response O2-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O2-2: The commenter states they have reviewed and responded to the Project's Draft Environmental Impact Report. SoCalGas understands the Project site is located at 3001 North Hollywood Way in the city of Burbank, California. The Project proposes to construct a mixed-use business park on approximately 60 acres of vacant land adjacent to the Hollywood-Burbank Airport and summarizes the Project description.

Response O2-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR, this comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O2-3: The commenter states SoCalGas there are 2" and 4" diameter distribution lines located underneath the Project site within the proposed Tulare Ave.

Response O2-3: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project. The presence of the gas lines are noted

Comment O2-4: The commenter requests that the Project proponent call Underground Service Alert at 811 or 1 800-422-4133 at least two business days prior to performing any excavation work for the Project. Underground Service Alert will coordinate with SoCalGas and other Utility owners in the area to mark the locations of buried utility-owned lines.

Response O2-4: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project. The notification requirements are noted.

Comment O2-5: The commenter states if the Project may require SoCalGas to abandon and/or relocate or otherwise modify any portion of its existing natural gas lines, SoCalGas respectfully requests that the Project proponent coordinate directly with SoCalGas.

Response O2-5: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O2-6: The commenter states that should it be determined that the Project may require SoCalGas to extend new natural gas service, SoCalGas respectfully requests that Project proponent coordinate directly with SoCalGas.

Response O2-6: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O2-7: The commenter provides their contact information.

Response O2-7: This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter O3: Hollywood-Burbank Airport

Comment O3-1: The commenter states that the attached letter was mailed today.

Response O3-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O3-2: The commenter states they are the owner and operator of the Hollywood-Burbank Airport (Airport), and states the environmental analysis generally is acceptable, but the DEIR has a number of statements that are factually inaccurate.

Response O3-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR, this comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project. The commenter is referred to the responses below, as well as Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-3: The commenter states the first paragraph of the Introduction section incorrectly states that the Project is west of the Airport.

Response O3-3: The commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-4: The commenter states the paragraph in the Surrounding Land Uses section states that the Project would be adjacent to the replacement passenger terminal (RPT), and although the northeast quadrant of the Airport is the Authority's preferred site for the RPT, the Authority has not decided whether the RPT will be built there or in the southwest quadrant of the Airport.

Response O3-4: The commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-5: The commenter states the third paragraph of the Access and Circulation section states that, if the RPT is constructed, Tulare Avenue could connect to the future Airport loop road and terminal and states this statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport.

Response O3-5: The commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-6: The commenter states the final bullet point of the Discretionary Actions section states that an Airport Land Use Plan consistency determination by the Authority may be required for the Project, rather the County of Los Angeles Airport Land Use Commission, not the Authority, is responsible for determining whether the Project is consistent with the Los Angeles County Airport Land Use Plan.

Response O3-6: The commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-7: The commenter states, Table 4-1 omits the RPT from the cumulative project list.

Response O3-7: The Draft EIR included the RPT relocation to the Northeast Quadrant as a cumulative project, because the traffic shifts expected from the relocation of the terminal to the Northeast Quadrant would have the greatest likelihood of contributing cumulatively to potential traffic impacts caused by the Project. A discussion of the traffic shifts assumed for a relocated airport terminal are included in Appendix J – Traffic Impact Study, Page 65 and Pages 78-85 (Figure 12). The commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR which changes Table 4-1 of the Draft EIR to reflect the Airport Terminal Replacement Project is included as a cumulative project.

Comment O3-8: The first paragraph of the Project Site Setting section states that the Authority is planning to reconstruct its terminal adjacent to the Project. This statement is misleading because it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

Response O3-8: The comment is noted, this change has been made in the FEIR, the commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-9: The commenter states the first paragraph of the Cumulative Impact Analysis section states that the RPT is the nearest related project and is adjacent to the location of the Project and it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

Response O3-9: As discussed above, the RPT was assumed as the nearest cumulative project because it is the alternative under the RPT that would make the greatest contribution to potentially significant cumulative impacts of the Project. If it were to be relocated to the

southwest quadrant, there would be virtually no cumulative impact when considered in conjunction with the Project. The comment is noted, this change has been made in the FEIR, the commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-10: The commenter states the fifth paragraph of the Environmental Setting section states that the RPT is planned to be located northeast of the Airport's runways and it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

Response O3-10: The comment is noted, this change has been made in the FEIR, the commenter is referred to Chapter 2, *Additions and Modifications to the Draft EIR*, of this FEIR that includes the requested changes to the FEIR.

Comment O3-11: The commenter states the paragraph in the Hollywood-Burbank Airport section states that the RPT will be located at the current location of Airport Lot A and the employee parking lot and it implies that the Authority has selected the northeast quadrant of the Airport as the site for the RPT.

Response O3-11: Based on the Airport EIR/Traffic study, that site was the preferred alternative.

Comment O3-12: The commenter thanks the City for consideration of these comments.

Response O3-12: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter O4: Burbank Airport Commerce Center Owners Association

Comment O4-1: The commenter states that they represent the Burbank Airport Commerce Center Owners Association (the Association). Attached to this email transmittal are their comments on the Avion Burbank Project.

Response O4-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O4-2: The commenter states that they are appreciative of the opportunity to comment on the Draft EIR for the Avion Project. A description of the Burbank Airport Commerce Center Owners Association is provided.

Response O4-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be

considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O4-3: The commenter states that their comments are primarily related to the Project's anticipated traffic impacts. The commenter understands that the Project is expected to result in various significant traffic impacts, some which may be unavoidable after mitigation. The commenter states that the EIR does not specifically discuss the existing Lockheed Drive, nor the intersection of Lockheed Drive and Cohasset Street or the intersection of Lockheed Drive and North San Fernando Boulevard.

Response O4-3: The commenter shares concerns with anticipated traffic impacts. Vehicles entering the Project site from the northern driveways are anticipated to use Cohasset Street, as it provides more direct access than Lockheed Drive. For this reason, Lockheed Drive was not evaluated in the Draft EIR and instead the two nearby intersections of North San Fernando Boulevard/Cohasset Street (study intersection #32) and North Kenwood Street/Cohasset Street (study intersection #33) were evaluated. The Draft EIR proposes that the North San Fernando Boulevard/Cohasset Street intersection would receive a traffic signal as a mitigation (Draft EIR page 3.13-59) that will further encourage vehicles to use Cohasset Street rather than Lockheed Drive. Please also refer to Master Response Issue 1f, LOS Impacts and Mitigation, which discusses LOS impacts and associated mitigation.

Comment O4-4: The commenter summarizes information found in the Draft EIR related to short-term construction traffic, including construction commencement date, construction duration, type of equipment used, the total number of construction workers that would be required, and the total number of haul truck trips that would occur as a result of Project construction. The association acknowledges that Cohasset Street, on which the Association is located, would be widened and would have a signalized intersection installed at its intersection with North San Fernando Boulevard.

Response O4-4: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment O4-5: The commenter summarizes that the EIR concludes that "construction of the Project would not substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access" (4.13-70). The commenter states that it is unclear in the EIR whether or not potential construction impacts on the nearby Association are considered. The commenter also states that, in light of surrounding expected projects including the replacement of the Hollywood-Burbank Airport Terminal, it is unclear whether or not the EIR adequately considers potential cumulative impacts related to construction traffic. The commenter asserts that the EIR does not clearly state whether it addresses these issues.

Response O4-5: The commenter shares concerns with anticipated construction traffic impacts. Beginning on page 4.13-70, the Draft EIR provides an analysis of potential construction-related impacts for the Project study area. Additional detail is provided in Chapter 9 of the Traffic Impact

Study (Appendix J of the Draft EIR) The Burbank Airport Commerce Center Owners Association is located within the Project study area; therefore, the geographic scope of the Draft EIR construction impact analysis accounts for potential impacts to the Association.

The EIR for the Hollywood-Burbank Airport Terminal Replacement Project identifies a temporary construction-related impact at the intersection of Lockheed Drive and North San Fernando Boulevard during the first phase of construction for that project. As stated in the Draft EIR, construction of the Project would not substantially affect vehicular traffic, bicycles and pedestrians, transit, or emergency access (Draft EIR page 1-27), and therefore is not expected to compound any impact identified by the Hollywood-Burbank Airport Terminal Replacement Project. The Federal Aviation Administration (FAA) is just beginning to initiate their National Environmental Policy Act (NEPA) environmental clearance process for the Hollywood-Burbank Airport Terminal Replacement Project, with a public and agency scoping meeting set to occur on January 29th, 2019.⁵ The CEQA document for the Hollywood-Burbank Airport Terminal Replacement Project has already been prepared and certified, but the NEPA process must be carried out by the FAA before ground-disturbing activities could occur. Additionally, the Burbank-Glendale-Pasadena Airport Authority Commission recently awarded a contract (on December 10, 2018) for public design charrette workshop facilitator services for six workshops, indicating the Hollywood-Burbank Airport Terminal Replacement Project is now in the early design stages.⁶ The construction for the proposed Avion Project would begin in 2019 and would be completed by the end of 2021. Given the difference in the current timeframes between the proposed Project and the Hollywood-Burbank Airport Terminal Replacement Project, it is not foreseeable that the processes for each project would conclude in a manner that would allow for coincidental construction.

Comment O4-6: The commenter requests that the City considers potential short-term construction traffic impacts on the Association, as well as cumulative construction impacts. The commenter also requests that a condition or mitigation be included to prohibit construction traffic along Lockheed Drive and to limit it along Cohasset Street, in order to avoid impacting the Association.

Response O4-6: The commenter shares concerns with anticipated construction traffic impacts. Please see Response to Comment O4-5, above, for the explanation of how the Draft EIR addressed potential short-term construction traffic impacts. Since the Draft EIR did not identify any significant construction impacts, no mitigation measures are required to restrict or limit construction traffic on Lockheed Drive or Cohasset Street. However, as a condition of approval, the applicant will be required to provide a construction management plan, to address short-term

⁵ Federal Register, 2018. Notice of Intent to Prepare an Environmental Impact Statement (EIS) for the Proposed Replacement Terminal Project at Bob Hope “Hollywood Burbank” Airport, Burbank, Los Angeles County, California. Available at: <https://www.federalregister.gov/documents/2018/12/18/2018-27373/notice-of-intent-to-prepare-an-environmental-impact-statement-eis-for-the-proposed-replacement>. Accessed January 2, 2019.

⁶ Hollywood Burbank Airport, 2018. Airport Authority Awards Contract For Design Workshop Facilitator For Replacement Passenger Terminal. Available at: <https://burreplacementterminal.com/airport-authority-awards-contract-for-design-charrette-workshop-facilitator-for-replacement-passenger-terminal/>. Accessed January 2, 2019.

construction impacts to the Community Development Department prior to the issuance of Building Permits.

Comment O4-7: The commenter states that it is unclear whether or not the EIR has considered potential impacts on Lockheed Drive and whether or not it would be expected that Lockheed Drive would regularly be used to access the Project Site once it is developed. The commenter asserts that the EIR makes no mention of Lockheed Drive, which is important because Lockheed Drive provides an alternative method of accessing Cohasset Street and the Project Site from North San Fernando Boulevard. The commenter also states, in light of the anticipated replacement of the Hollywood-Burbank Airport Terminal and the possible use of Cohasset Street as a secondary access road serving the Airport, it is unclear whether or not cumulative traffic impacts have been considered in this area, particularly along Lockheed Drive (from its intersection with North San Fernando Boulevard to its intersection with Cohasset Street).

Response O4-7: The commenter shares concerns with anticipated traffic impacts on Lockheed Drive and whether or not it would be expected that Lockheed Drive would regularly be used to access the Project Site. Vehicles entering the Project site from the northern driveways are anticipated to use Cohasset Street, as it provides more direct access than Lockheed Drive. On page 4.13-59 of the Draft EIR, a mitigation measure is introduced that would require installation of a traffic signal at the intersection of Cohasset Street and North San Fernando Boulevard (study intersection #32), which will further encourage vehicles to use Cohasset Street rather than Lockheed Drive.

Comment O4-8: The commenter requests that the City review and consider these issues and possible impacts, and impose measures necessary to mitigate them. The commenter again thanks the reader for the opportunity to comment on the Draft EIR, and to please keep the Association on the City notification list with respect to the EIR and any upcoming meetings. An email address was provided.

Response O4-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Individuals

Comment Letter I1: James Lamb

Comment I1-1: The commenter states that they disagree with their NIMBY neighbors, and supports the Project. The commenter supports strategic growth of Burbank.

Response I1-1: The commenter expresses concern about neighbors opposing the Project. This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I2: Amanda Biers-Melcher

Comment I2-1: The commenter states that they are commenting to urge the City to reject the Project. The commenter asserts that the Project, as proposed, would profoundly impact families who live and work in Burbank, and would endanger children who attend Burbank schools, play in Burbank parks, and visit Burbank libraries.

Response I2-1: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I2-2: The commenter states that, according to the EIR, there is no way to mitigate the crippling impact this Project would have on traffic on the only two North/South arteries in this part of Burbank, in reference to Hollywood Way and Buena Vista Street. The commenter expresses opposition to the Project.

Response I2-2: The commenter expresses concerns about Project impacts to the traffic on Hollywood Way and Buena Vista Street. Please refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street, that discusses impacts to Hollywood Way and Buena Vista Street.

All other non-traffic matters brought up within this comment do not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I2-3: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. The commenter is asking that the City consider the traffic issue from the perspective of someone who actually lives in Burbank and has spent the last two decades raising a family in Burbank. The commenter asserts that traffic matters to those who live in the City, especially to those who have kids.

Response I2-3: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I2-4: The commenter states that, in the age of the Waze app, the streets of surrounding neighborhoods will become alternative routes. The commenter asserts that, soon enough, due to traffic, children will not play outside anymore, preteens will not stop at Dino's for a slice of pizza, and Moms will not pull wagons to Maple Street playground.

Response I2-4: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1e, Clogged Residential Streets., which discusses impacts to

neighborhood streets. Moreover, Dino's is approximately 1.74 miles south of the Project site and Maple Park is 1.32 miles south of the Project site, it is unlikely residents would drive or travel to or from near the Project site to those locations.

Comment I2-5: The commenter understands that the issue is not black and white. The commenter states that City staff needs to balance the City's desire to generate revenue and take advantage of opportunities for economic growth, as well as the residents' desire to maintain a certain quality of life. The commenter states that, in their view, given the swift approval or so many development projects in recent years, there has not been enough of that balance lately.

Response I2-5: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I2-6: The commenter states that they are hopeful the Project, as egregious as it is in its disregard for nearby Burbank residents, will provide a real opportunity for the Planning Department to demonstrate its willingness to act in the best interest of the people who live and pay taxes in Burbank. The commenter states that this is the only project that they have seen with multiple grades of "F" and "no mitigation possible" in the EIR. The commenter asserts that there seems to be little point in going through the motion of commissioning an environmental study if the City plans to disregard the findings.

Response I2-6: The Planning Board appreciates the commenters concerns regarding traffic impacts. The commenter is referred to Master Response Issue 1c, LOS Impacts and Mitigation that discusses LOS impacts and mitigation.

All other non-traffic matters brought up within this comment do not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I2-7: The commenter states that the developer's claim that encouraging future employees to ride their bicycles to work or take public transportation is a viable solution to traffic problems is not true for the simple reason that the infrastructure does not exist in Burbank (or Los Angeles for that matter) to make this a safe and efficient option for most people. The commenter states that, for example, there is no bicycle lane, not even an unprotected bicycle lane, on Hollywood Way.

Response I2-7: The commenter is referred to Master Response Issue 1g: LOS Bikeway Development and Mitigation. As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, the applicant will construct an extensive network of dedicated bicycle infrastructure within the project area, as well as a number of bike lanes and bike routes planned for construction in the future.

On page 4.13-54 of the Draft EIR, a mitigation measure is introduced to address the impact at North Hollywood Way and North San Fernando Boulevard (study intersection #30) that would require the construction of a Class IV bikeway facility, also known as a protected bikeway, that would separate bicycle traffic from vehicle traffic. In addition, as noted on page 4.13-69 of the Draft EIR, the Project would add a 3-foot buffer to existing bicycle lanes along the Project's frontage, providing greater separation between bicycles and vehicles (Draft EIR page 3.13-69). Moreover, the commenter is referred to Chapter 2, *Additions and Modifications* to the FEIR, which provides additional details concerning the configurations of the local bikeway improvements and conceptual illustrations.

Comment I2-8: The commenter states that any true effort to encourage bicycle use requires investment in protected bicycle lanes, which, according to the commenter, the City has been unwilling or unable to make.

Response I2-8: The commenter is referred to the Final EIR, Chapter 2, *Additions and Modifications to the Draft EIR*, Figure 36a- Figure 36c that depicts the bicycle lane improvements proposed for the Project. The applicant is proposing bike facility improvements on Hollywood Way and Tulare Avenue including a buffered bike lane along the project frontage on Hollywood Way.

Comment I2-9: The commenter thanks the reader for considering their position on the Project. The commenter states that once a staff report for City Council's review is drafted, they are hopeful it will reflect the concerns of residents who would urge a "no" vote on proceeding with the Project as proposed.

Response I2-9: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I3: Mike Hoblinkski

Comment I3-1: This comment requests direction regarding how to submit comments on the Project.

Response I3-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. Information related to the submission of comments on the Project are detailed in the NOP prepared for this Project. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I3-2: The commenter describes what they read in the article in which they first learned of the Project. They also explain that the side walk section along North San Fernando Boulevard was never completed and should be fixed.

Response I3-2: Pedestrian and traffic circulation effects are evaluated in Draft EIR Section 4.13, Transportation and Traffic. However, the specific issue raised by this comment does not relate to

an environmental effect of the project within the scope of CEQA or the EIR. The applicant will be installing pedestrian improvements including a signalized crosswalk at Cohasset Street and San Fernando Boulevard to connect project pedestrian trips to the new Metrolink station. However, the project would not install sidewalk along North San Fernando Boulevard north of Cohasset Street because little to no project pedestrian trips are expected to travel north of Cohasset Street and because this street segment lies within the City of Los Angeles. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the proposed project.

Comment Letter I4: Jon and Julie Fisher

Comment I4-1: The commenter states that they, along with other Burbank residents, are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I4-1: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I4-2: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of “F” should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I4-2: The commenter expresses concern regarding Hollywood Way and Buena Vista Boulevard would warrant a grade of “F”. The commenter is referred to Master Response Issues 1b, Hollywood Way and Buena Vista Street, and 1f LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I4-3: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I4-3: The comment expresses concern regarding zone change for the Project. The commenter is referred to Master Response Issue 1c, Zone Changes. Comments were raised urging the planning department and elected representatives to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks. This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I4-4: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I4-4: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issues 1a, Project Effects on Surrounding Community, 1d, Pedestrian and Child Safety, and 1e, Clogged Residential Streets, which discuss impacts to neighborhood streets and residents. The comment is noted. Additionally, the commenter is referred to the Final EIR Chapter 2, *Additions and Modifications to the Draft EIR*, regarding bikeway improvements. Also, the Draft EIR found that the impact would be less than significant with the installation of a signalized crossing of San Fernando Boulevard at Cohasset Street to connect the project to the Burbank Airport North Metrolink Station..

Comment I4-5: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I4-5: The commenter expresses concern regarding traffic at Hollywood Way and Buena Vista Street. Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street, that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I4-6: The commenter urges the Planning Department and elected officials to reject the developer's assertion that encouraging future tenants to use public transportation and to bike to work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I4-6: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1e, Clogged Residential Streets., which discusses impacts to neighborhood streets. Also, as described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, there is an extensive network of dedicated bicycle infrastructure within the study area, as well as a number of bike lanes and bike routes planned for construction in the future as part of the Project.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, no trip reduction credit was taken for implementing transportation demand management programs, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I4-7: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I4-7: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I5: Ann Martinson

Comment I5-1: The commenter states that they, along with other Burbank residents, are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I5-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I5-2: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of "F" should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I5-2: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street and Issue 1f, LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I5-3: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I5-3: The comment expresses concern regarding zone change for the Project. The commenter is referred to Master Response Issue 1c: Zone Changes. Comments were raised urging the planning department and elected representatives to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement the developer seeks. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I5-4: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I5-4: The comment is noted. Please refer to Master Response Issue 1a, Project Effects on Surrounding Community, which discusses impacts to neighborhood streets.

Comment I5-5: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I5-5: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I5-6: The commenter urges the Planning Department and elected officials to reject the developer's assertion that encouraging future tenants to use public transportation and to bike to work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I5-6: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, the applicant will construct an extensive network of dedicated bicycle infrastructure within the Project area, as well as a number of bike lanes and bike routes planned for construction in the future as part of the Project.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, no trip reduction credit was taken for implementing transportation demand management programs, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I5-7: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I5-7: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I6: Monica Tomova

Comment I6-1: The commenter states that they, along with other Burbank residents, are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I6-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I6-2: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of “F” should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I6-2: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street and Issue 1f, LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I6-3: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I6-3: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I6-4: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I6-4: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issues 1a, Project Effects on Surrounding Community, 1d, Pedestrian and Child Safety, and 1e, Clogged Residential Streets, which discuss impacts to neighborhood streets and residents.

Comment I6-5: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I6-5: The commenter expresses concern regarding congested North-South arteries would likely spillover onto nearby residential streets. The commenter is referred to Master Response Issue 1b, Hollywood Way and Buena Vista Street that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I6-6: The commenter urges the Planning Department and elected officials to reject the developer’s assertion that encouraging future tenants to use public transportation and to bike to

work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I6-6: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, the applicant will construct an extensive network of dedicated bicycle infrastructure within the Project area, as well as a number of bike lanes and bike routes planned for construction in the future.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, no trip reduction credit was taken for implementing transportation demand management programs, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I6-7: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I6-7: The commenter expresses concern and the commenter urges the Planning Department and elected officials to vote no. This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project. Thank you for your comment.

Comment Letter I7: Rudy Matchinga

Comment I7-1: The commenter states that they are commenting to urge the City to reject the Project. The commenter asserts that the Project, as proposed, would profoundly impact families who live and work in Burbank, and would endanger children who attend Burbank schools, play in Burbank parks, and visit Burbank libraries.

Response I7-1: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This

comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-2: The commenter states that, according to the EIR, there is no way to mitigate the crippling impact this Project would have on traffic on the only two North/South arteries in this part of Burbank, in reference to Hollywood Way and Buena Vista Street. The commenter expresses opposition to the Project.

Response I7-2: The commenter is referred to Master Response Issue 1b, Hollywood Way and Buena Vista Street, that discusses impacts to Hollywood Way and Buena Vista Street.

All other non-traffic matters brought up within this comment do not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-3: The commenter is asking that the City consider the traffic issue from the perspective of someone who actually lives in Burbank and has spent the last two decades raising a family in Burbank. The commenter asserts that traffic matters to those who live in the City, especially to those who have kids.

Response I7-3: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-4: The commenter states that, in the age of the Waze app, the streets of surrounding neighborhoods will become alternative routes. The commenter asserts that, soon enough, due to traffic, children will not play outside anymore, preteens will not stop at Dino's for a slice of pizza, and Moms will not pull wagons to Maple Street playground.

Response I7-4: The commenter expresses concerns about Project impacts to the residents. Please refer to Master Response Issue 1e, Clogged Residential Streets., which discusses impacts to neighborhood streets. Moreover, Dino's is approximately 1.74 miles south of the Project site and Maple Park is 1.32 miles south of the Project site, it is unlikely residents would drive or travel to or from near the Project site to those locations.

Comment I7-5: The commenter understands that the issue is not black and white. The commenter states that City staff needs to balance the City's desire to generate revenue and take advantage of opportunities for economic growth, as well as the residents' desire to maintain a certain quality of life. The commenter states that, in their view, given the swift approval or so many development projects in recent years, there has not been enough of that balance lately.

Response I7-5: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-6: The commenter states that they are hopeful the Project, as egregious as it is in its disregard for nearby Burbank residents, will provide a real opportunity for the Planning Department to demonstrate its willingness to act in the best interest of the people who live and pay taxes in Burbank. The commenter states that this is the only Project that they have seen with multiple grades of “F” and “no mitigation possible” in the EIR. The commenter asserts that there seems to be little point in going through the motion of commissioning an environmental study if the City plans to disregard the findings.

Response I7-6: Refer to Master Response Issue 1f, which discusses LOS impacts and mitigation.

All other non-traffic matters brought up within this comment do not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-7: The commenter states that the developer’s claim that encouraging future employees to ride their bicycles to work or take public transportation is a viable solution to traffic problems is not true for the simple reason that the infrastructure does not exist in Burbank (or Los Angeles for that matter) to make this a safe and efficient option for most people. The commenter states that, for example, there is no bicycle lane, not even an unprotected bicycle lane, on Hollywood Way.

Response I7-7: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, the applicant will construct an extensive network of dedicated bicycle infrastructure within the project area, as well as a number of bike lanes and bike routes planned for construction in the future.

On page 4.13-54 of the Draft EIR, a mitigation measure is introduced to address the impact at North Hollywood Way and North San Fernando Boulevard (study intersection #30) that would require the construction of a Class IV bikeway facility, also known as a protected bikeway, that would separate bicycle traffic from vehicle traffic. In addition, as noted on page 4.13-69 of the Draft EIR, the Project would add a 3-foot buffer to existing bicycle lanes along the Project’s frontage, providing greater separation between bicycles and vehicles (Draft EIR page 3.13-69).

Comment I7-8: The commenter is referred to the Final EIR, Chapter 2, *Additions and Modifications to the Draft EIR*, Figure 6a- Figure 6c, which depicts the bicycle lane improvements proposed for the Project.

Response I7-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I7-9: The commenter thanks the reader for considering their position on the Project. The commenter states that once a staff report for City Council’s review is drafted, they are hopeful it will reflect the concerns of residents who would urge a “no” vote on proceeding with the Project as proposed.

Response I7-9: The commenter expresses concern regarding how Project would affect the surrounding community. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I8: Frank Macchia and Tracy London

Comment I8-I: The commenter states that they, along with other Burbank residents, are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I8-1: The commenter expresses concern regarding how Project would affect the surrounding community, particularly with regard to increased traffic. Please refer to Master Response Issue 1a, Projects Effects on Surrounding Community. Moreover, this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I8-2: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of “F” should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I8-2: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street and Issue 1f, LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I8-3: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I8-3: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I8-4: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I8-4: The comment is noted. Please refer to Master Response Issues 1a, Project Effects on Surrounding Community, 1d, Pedestrian and Child Safety, and 1e, Clogged Residential Streets, which discuss impacts to neighborhood streets and residents.

Comment I8-5: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I8-5: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I8-6: The commenter urges the Planning Department and elected officials to reject the developer's assertion that encouraging future tenants to use public transportation and to bike to work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I8-6: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, the applicant will construct an extensive network of dedicated bicycle infrastructure within the project area, as well as a number of bike lanes and bike routes planned for construction in the future.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, no trip reduction credit was taken for implementing transportation demand management programs, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I8-7: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I8-7: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I9: Laura Ioanou-Price

Comment I9-1: The commenter states that they agree with this [their] letter, which was written by another Burbank resident. The commenter suggests having the developer scale back the Project size, or to have it built in phase. The commenter further suggests that if after allowing half of the square footage to be built and filled to capacity, if no major traffic issues were caused, then allow for another phase to continue. The commenter also asks the following: to please consider the quality of life of area residents, to please not turn Burbank into the new West LA, to advocate for responsible development, and to please not ignore the EIR with respect to air pollution and traffic.

Response I9-1: Alternative 3: Reduced Intensity Alternative was evaluated in the Draft EIR, which assumed an overall reduction in square footage by approximately 40 percent from 1,273,842 square feet to 703,567 square feet. Alternative 3 is estimated to generate 5,023 net daily trips, which is approximately a 56 percent reduction in trips from the Project. As stated on page 6-75 of the Draft EIR, this alternative would be expected to decrease significant and unavoidable impacts at many of the intersections, freeway queuing, CMP arterial and freeway monitoring stations, impacted by the Project. However, due to the high numbers of new trips expected under this alternative, several intersections, particularly along Hollywood Way, would still have significant and unavoidable impacts, similar to the Project.

With regard to the rest of the comment not concerning phasing or traffic: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I9-2: The commenter states that they, along with other Burbank residents, are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I9-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I9-3: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of “F” should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I9-3: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street and Issue 1f, LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I9-4: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I9-4: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I9-5: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I9-5: The comment is noted. Please refer to Master Response Issues 1a, Project Effects on Surrounding Community, 1d, Pedestrian and Child Safety, and 1e, Clogged Residential Streets, which discuss impacts to neighborhood streets and residents.

Comment I9-6: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I9-6: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street, that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I9-7: The commenter urges the Planning Department and elected officials to reject the developer's assertion that encouraging future tenants to use public transportation and to bike to work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I9-7: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, there is an extensive network of dedicated bicycle infrastructure within the study area, as well as a number of bike lanes and bike routes planned for construction in the future as part of the Project.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, no trip reduction credit was taken for

implementing transportation demand management programs, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I9-8: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I9-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I10: Mike Moynahan

Comment I10-1: The commenter states that they are having difficulties finding email addresses for the Planning Board, and asks that the recipient forwards the commenters email to all five members of the Planning Board.

Response I10-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I10-2: The commenter states that they are one of many Burbank residents who are concerned about how the Project would affect the surrounding community, particularly with regard to increased traffic.

Response I10-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I10-3: The commenter states that the EIR notes that certain key intersections along Hollywood Way and Buena Vista Boulevard would warrant a grade of "F" should the Project proceed as planned. The commenter also states that the EIR concluded that no measures could feasibly be taken to mitigate these traffic impacts, short of not proceeding with the development.

Response I10-3: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street and Issue 1f, LOS Impacts and Mitigation, that discuss impacts to Hollywood Way and Buena Vista Street as well as general LOS impacts and mitigation.

Comment I10-4: The commenter urges the Planning Department and elected representatives to consider their responsibility to protect the interests of Burbank residents when deciding whether to grant the zoning changes and development agreement that the developer seeks.

Response I10-4: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I10-5: The commenter urges the Planning Department and elected officials to consider that children cross these intersections daily on their way to school, the park, or the library, and that increased traffic is a threat to their safety.

Response I10-5: The comment is noted. Please refer to Master Response Issues 1a, Project Effects on Surrounding Community, 1d, Pedestrian and Child Safety, and 1e, Clogged Residential Streets, which discuss impacts to neighborhood streets and residents.

Comment I10-6: The commenter urges the Planning Department and elected officials to consider that traffic from these congested North-South arteries would likely spillover onto nearby residential streets and would threaten the quality of life of families who live there.

Response I10-6: Refer to Master Response Issue 1b, Hollywood Way and Buena Vista Street, that discusses impacts to Hollywood Way and Buena Vista Street.

Comment I10-7: The commenter urges the Planning Department and elected officials to reject the developer's assertion that encouraging future tenants to use public transportation and to bike to work might provide a sufficient remedy. The commenter states that the EIR reached a different conclusion. The commenter expresses opposition to the Project.

Response I10-7: As described on page 4.13-13 of the Draft EIR, the Project site is served by a high level of public transit. The Project is located approximately 0.9 miles from the existing Burbank Airport-South Metrolink Station and immediately adjacent to the Burbank Airport-North Metrolink Station on North San Fernando Boulevard at North Hollywood Way. Three Local Metro bus routes stop adjacent to the Project site. Furthermore, there is an extensive network of dedicated bicycle infrastructure within the study area, as well as a number of bike lanes and bike routes planned for construction in the future as part of the Project.

Based on the above, it is likely that the Project sponsor will be successful in encouraging the use of public transportation and bicycle facilities to access the Project site. As noted on page 4.13-45 of the Draft EIR, the Project would be required to join the Burbank Transportation Management Organization (BTMO) as a condition of the Project's Development Agreement. Participation in the BTMO and its associated transportation management programs may reduce the severity of the transportation impacts identified in the Draft EIR. However, the Draft EIR included a conservative analysis that did not assume a trip reduction credit taken for implementing transportation demand management programs or shifting significant project trips to transit, meaning that there are no performance assumptions related to such programs built into any of the Draft EIR analyses or conclusions.

With respect to the commenter's assertion that they do not support the Project: this comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This

comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I10-8: The commenter urges the Planning Department and elected officials to vote no on proceeding with the Project in its current incarnation.

Response I10-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment Letter I11: Bud Ovrom

Comment I11-1: The commenter provides an introductory email for the attached comment letter.

Response I11-1: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-2: The commenter provides his history as a resident of Burbank and expresses support for the development of the former Lockheed property. The commenter also provides an introduction to the three main points outlined in the letter.

Response I11-2: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-3: The commenter highlights the importance of the size of the Project on the proposed parcel and describes the strategic location of the Project site. The commenter questions whether the Project is the best Project for the proposed location given the adjacency to heavily-used travel routes.

Response I11-3: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-4: The commenter refers to comments provided by the Project developer regarding the description of the Project's uses. The commenter disagrees with the assertion that the Project would be similar to the cutting-edge business parks in Silicon Valley. The commenter states that it is not accurate to compare the business parks seen in Silicon Valley or Silicon Beach to what is being proposed under this Project.

Response I11-4: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be

considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-5: The commenter states that the description of the Project is misleading and that the description implies design similarity to the Spectrum project in Irvine. The commenter further asserts that the Spectrum center does a better job at supplying jobs and increasing tax revenue than can be expected from the Project.

Response I11-5: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-6: The commenter states that the rendering in the Avion presentation depict the office spaces favorably, but do not accurately convey the proposed use of the center, as office uses only comprise 11% of the expected total use. The commenter also questions the provided number of hotel rooms included with the Project and claims that, due to the Project's proximity to the Airport, it should provide additional hotel rooms when compared to the hotels located elsewhere in Burbank.

Response I11-6: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-7: The commenter states that since the majority of the Project would be used for industrial/warehouse uses, the selected renderings of the other uses is misleading and do not accurately portray the character of the majority of the Project.

Response I11-7: Please refer to Draft EIR Section 4.1, *Aesthetics*, specifically, Section 4.1.5, *Impact Analysis*, which provides an analysis of the Project's potential impacts to visual character of the Project site and its surroundings (p. 4.1-13, Impact 4.1-1). Figures 4.1-5 and 4.1-6 are visual simulations that were prepared to illustrate the effects of the Project on visual resources. Figure 4.1-5 depicts commercial/retail/restaurant storefronts, while Figure 4.1-6 depicts industrial/warehouse/office buildings. Each depiction is consistent with the design narratives outlined in Sections 3.6.1, *Office Buildings*, 3.6.2, *Retail Center*, and 3.6.4, *Industrial Buildings*. As discussed in the impact analysis for Impact 4.1-1, implementation of the Project would alter the visual character of the Project site and its surroundings; however, given the general consistency in scale and character between the Project and the surrounding aesthetic environment, as well as the Project's consistency with the Burbank 2035 General Plan and zoning design standards, the impact would be less than significant. Your comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-8: The commenter states that there is nothing wrong with industrial/warehouse uses. However, the commenter also questions whether this is the best type of use for this particular location.

Response I11-8: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-9: The commenter asserts that the price the developer paid for the land the Project site is located is very low and continues to question whether this is the best use for this particular location.

Response I11-9: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-10: The commenter describes Burbank's economic loss from the departure of Lockheed's operations in the City. Additionally, the commenter reasserts the claim that the proposed use is not the best use for the specific Project location.

Response I11-10: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-11: The commenter compares the Project to two older projects built 15-20 years ago and questions whether the Project would be economically and aesthetically better than either of those projects.

Response I11-11: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-12: The commenter provides support for DEIR Alternative 2 because it would provide more economic and aesthetic benefit to the City.

Response I11-12: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-13: The commenter reasserts support for Alternative 2 and states that, although it would not be the ideal solution, it would provide a better compromise to provide more economic and aesthetic benefit to the City.

Response I11-13: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-14: The commenter states that the EIR should depict the surrounding neighborhood and uses in the vicinity of the Project site.

Response I11-14: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-15: The commenter claims that the aesthetic physical relationship between the Airport parking structure on one site and the proposed Avion loading docks on the other side, would clash and have a detrimental visual impact in the area. The commenter cites John Wayne Airport as an example of a visually pleasing corridor leading-up to an airport terminal.

Response I11-15: Please refer to Draft EIR Section 4.1, *Aesthetics*, specifically, Section 4.1.5, *Impact Analysis*, which provides an analysis of the Project's potential impacts to visual character of the Project site and its surroundings (p. 4.1-13, Impact 4.1-1). Figures 4.1-5 and 4.1-6 are visual simulations that were prepared to illustrate the effects of the Project on visual resources. Figure 4.1-5 depicts commercial/retail/restaurant storefronts, while Figure 4.1-6 depicts industrial/warehouse/office buildings. Each depiction is consistent with the design narratives outlined in Sections 3.6.1, *Office Buildings*, 3.6.2, *Retail Center*, and 3.6.4, *Industrial Buildings*. As discussed in the impact analysis for Impact 4.1-1, implementation of the Project would alter the visual character of the Project site and its surroundings; however, given the general consistency in scale and character between the Project and the surrounding aesthetic environment, as well as the Project's consistency with the Burbank 2035 General Plan and zoning design standards, the impact would be less than significant. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-16: The commenter requests that City staff should provide a comprehensive vicinity site plan which shows the relationship between the structures in the Project's vicinity.

Response I11-16: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.



SOURCE: ESRI

Avion Burbank Project

Response to Comment I11-16
 Project Location and Land Uses in the Vicinity



Comment I11-17: The commenter expresses disappointment with the developer for not including more environmentally sustainable components. Furthermore, the commenter takes issue with the lack of commitment to LEED certification, or other environmentally sustainable features such as “Net Zero” goals for energy and water consumption.

Response I11-17: Measures and strategies to assess the potential of the Project to adversely affect climate change processes were discussed within the scope of CEQA in Section 4.6, *Greenhouse Gas Emissions*, of the Draft EIR. Potential measures and/or strategies to increase Project sustainability were considered within the context of the Project description and objectives, as described under the Project Design features included in Section 4.6.5, *Impact Analysis*, of the EIR. Environmental sustainability was considered as part of the Project and were included in consideration of the Project objectives and description, as-feasible.

This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-18: The commenter questions the opportunity to further connect the proposed development with public transit centers to increase the efficiency of regional transit.

Response I11-18: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

Comment I11-19: The commenter concludes the letter and summarizes the comments described above in Comments I11-1 through I11-18.

Response I11-19: This comment does not relate to an environmental effect of the Project within the scope of CEQA or the EIR. This comment has been noted for the record and will be considered by the decision makers as part of the deliberations to approve or disapprove the Project.

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CHAPTER 5

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE AVION BURBANK PROJECT

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Air Quality					
MM AIR-1: All commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) and contribute fair share funding towards higher frequency of transit service for the project site to help further reduce VMT emissions.	1. During operation, all commercial and industrial employers shall participate in the citywide Transportation Management Organization (TMO) and contribute fair share funding towards higher frequency of transit service for the project site.	<ul style="list-style-type: none"> • Applicant • Future Tenant • Community Development Department 			X
MM AIR-2: Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes. Such operations shall be required to post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time. Also, site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement.	1. Future commercial and industrial operations with loading docks or delivery trucks shall prohibit idling of on- and off-road heavy-duty diesel vehicles for prolonged periods.	<ul style="list-style-type: none"> • Applicant • Future Tenants • Community Development Department 			X
	2. Future commercial and industrial operations with loading docks or delivery trucks shall post signage at all loading docks and/or delivery areas directing drivers to shut down their trucks after five minutes of idle time.	<ul style="list-style-type: none"> • Applicant • Future Tenants • Community Development Department 			X
	3. Site employers who own and operate truck fleets shall be required to inform their drivers of the anti-idling requirement.	<ul style="list-style-type: none"> • Applicant • Future Tenants • Community Development Department 			X

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
MM AIR-3: Future commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use. Such operations shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.	1. During operation, commercial and industrial operations with loading docks or dedicated delivery areas shall provide electrical connections for trucks with refrigeration units (TRUs) and require that all electric-capable TRUs utilize the connections when in use.	<ul style="list-style-type: none"> • Applicant • Future Tenants • Community Development Department 		X	X
	2. During operation, commercial and industrial operations shall be required to post signage at all loading docks and/or dedicated delivery areas directing electric-capable TRU operators to utilize the connections.	<ul style="list-style-type: none"> • Applicant • Future Tenants • Community Development Department 			X
Cultural Resources					
MM-CUL-1: Prior to start of ground-disturbing activities, a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards) shall be retained by the project applicant to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.	1. Prior to ground-disturbing activities, the applicant shall retain a qualified archaeologist (who meets the Secretary of the Interior's Professional Qualifications Standards).	<ul style="list-style-type: none"> • Applicant • Community Development Department 	X		
	2. The qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors.	<ul style="list-style-type: none"> • Applicant • City-Approved Archaeologist • Community Development Department 	X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
	3. The qualified archaeologist shall provide a sign-in sheet during the training and send the completed sheet to the City of Burbank Planning Division.	<ul style="list-style-type: none"> • Applicant • City-Approved Archaeologist 	X		
<p>MM-CUL-2: In the event of the unanticipated discovery of archaeological materials, the project applicant shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.</p> <p>If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p>	1. During construction, the project applicant shall immediately cease all work activities in the area (within approximately 100 feet) in the event of the unanticipated discovery of archaeological materials. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource. If it is determined that the discovered archaeological resource constitutes a historical resource or unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation.	<ul style="list-style-type: none"> • Applicant • City-Approved Archaeologist • Community Development Department 		X	

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
	<p>2. In the event of the unanticipated discovery of archaeological materials during construction, if preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.</p>	<ul style="list-style-type: none"> Applicant City-Approved Archaeologist Community Development Department 		X	
	<p>3. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p>	<ul style="list-style-type: none"> Community Development Department 		X	
<p>MM-CUL-3: A qualified paleontologist, defined as a paleontologist who meets the standards of the Society of Vertebrate Paleontology (SVP), shall be retained by the project applicant to carry out all mitigation measures related to paleontological resources.</p>	<p>1. Prior to and during construction construction, the project applicant shall retain a qualified paleontologist (who meets the standards of the SVP) to carry out all mitigation measures related to paleontological resources.</p>	<p>Applicant</p> <ul style="list-style-type: none"> Community Development Department 	X	X	
<p>MM-CUL-4: Prior to the start of construction, a qualified paleontologist, or his or her designee to conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The project applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.</p>	<p>1. Prior to construction, the project applicant shall hire a City-approved qualified paleontologist, or his or her designee to conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p>	<ul style="list-style-type: none"> Applicant City-Approved Paleontologist Community Development Department 	X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
	2. The qualified archaeologist shall provide a sign-in sheet during the training and send the completed sheet to the City of Burbank Planning Division.	<ul style="list-style-type: none"> • Applicant • City-Approved Paleontologist • Community Development Department 	X		
MM-CUL-5: Ground-disturbing construction activities (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth shall be monitored on a full-time basis during initial ground disturbance. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010). The duration and timing of the monitoring shall be determined by the qualified paleontologist and the location and extent of proposed ground disturbance. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.	1. Ground-disturbing construction activities (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth shall be monitored on a full-time basis by the qualified paleontological monitor during initial ground disturbance. Monitoring shall not be required in artificial fill or for activities that do not reach 10 feet in depth.	<ul style="list-style-type: none"> • Applicant • City-Approved Paleontologist • Community Development Department 		X	
	2. The paleontologist shall monitor all ground-disturbing activity in previously undisturbed sediments that exceed 10 feet in depth during initial ground disturbance and, in consultation with the City, may adjust the duration and timing of monitoring based on observations of subsurface conditions. If the qualified paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the qualified paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely.	<ul style="list-style-type: none"> • Applicant • City-Approved Paleontologist • Community Development Department 		X	

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>MM-CUL-6: In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. The qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the qualified paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:</p> <p>1. Salvage of Fossils. The qualified paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the SVP (2010). Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <p>2. Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist.</p>	<p>1. If paleontological resources are found during construction, the project applicant shall halt all work in the immediate vicinity of the find shall cease.</p>	<ul style="list-style-type: none"> Applicant City-Approved Paleontologist Community Development Department 		X	
	<p>2. The qualified paleontologist shall evaluate the find before restarting construction activities in the area. The qualified paleontologist shall have authority to temporarily divert excavation operations away from exposed fossils to collect associated data and recover the fossil specimens if necessary.</p>	<ul style="list-style-type: none"> Applicant City-Approved Paleontologist Community Development Department 		X	
	<p>3. The qualified paleontologist shall identify significant fossils to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data, and maps.</p>	<ul style="list-style-type: none"> Applicant City-Approved Paleontologist Community Development Department 		X	
<p>MM-CUL-7: If human remains are encountered, the project applicant shall halt work in the vicinity (within 100 feet) of the discovery and contact the Los Angeles County Coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641).</p>	<p>1. In the event that human remains are uncovered during the course of the project construction, the project applicant shall immediately halt work within 100 feet of the discovery, notify the City Planning Division in writing, contact the County Coroner for evaluation, and follow the procedures and protocols recommended in Section 15064.5(e)(1) of the CEQA Guidelines.</p>	<ul style="list-style-type: none"> Applicant 		X	

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>The NAHC will designate an MLD for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.</p>	<p>2. If the remains are determined to be by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendent (MLD) for the remains per Public Resources Code 5097.98.</p>	<ul style="list-style-type: none"> Community Development Department 		X	
	<p>3. The landowner shall ensure that the immediate vicinity according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.</p>	<ul style="list-style-type: none"> Applicant Community Development Department 		X	
Energy					
<p>MM GHG-1: Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.</p>	<p>1. The project applicant shall provide documentation to the City that the project will be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.</p>	<ul style="list-style-type: none"> Applicant's Architect or Consultant Community Development Department 	X		

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
MM GHG-2: The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper.	1. The project property management of the project shall document participation in the food scraps and compostable paper diversion ordinance.	<ul style="list-style-type: none"> Applicant, Property Owner, or Successor in Interest 			X
MM GHG-3: Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.	1. Property management of the project shall document compliance and provide evidence to the City that all yard waste is disposed of onsite in proper yard waste collection bin. No yard waste at the project site is to be disposed of in trash bins.	<ul style="list-style-type: none"> Applicant, Property Owner, or Successor in Interest 			X
Greenhouse Gas Emissions					
MM GHG-1: Prior to the issuance of building permits, project applicant shall demonstrate that the project shall be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.	1. The project applicant shall provide documentation to the City that the project will be constructed such that it incorporates on-site renewable energy or purchase of green power (including pre-wiring for solar photovoltaic) such that 10 percent of the project's energy use is from renewable sources.	<ul style="list-style-type: none"> Applicant's Architect or Consultant Community Development Department 	X		
MM GHG-2: The project shall participate in the food scraps and compostable paper diversion so that 100 percent of commercial businesses divert 90 percent of food scraps and compostable paper.	1. The project property management of the project shall document participation in the food scraps and compostable paper diversion ordinance.	<ul style="list-style-type: none"> Applicant, Property Owner, or Successor in Interest 			X
MM GHG-3: Property management shall ensure that all yard waste disposed of on-site is disposed of in a proper yard waste collection bin. No yard waste is to be disposed of in trash bins.	1. Property management of the project shall document compliance and provide evidence to the City that all yard waste is disposed of onsite in proper yard waste collection bin. No yard waste at the project site is to be disposed of in trash bins.	<ul style="list-style-type: none"> Applicant, Property Owner, or Successor in Interest 			X

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Hazards and Hazardous Materials					
MM HAZ-1: During construction, if encountered, the project applicant shall remove Transite pipe containing asbestos in full compliance with SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor. All asbestos-containing material (ACM) would be contained in leak tight containers, labeled appropriately, transported and disposed of in accordance with applicable rules and regulations.	1. If encountered during construction, the project applicant shall remove Transite pipe containing asbestos in full compliance with SCAQMD and Cal-OSHA requirements to ensure proper handling, notification, and disposal and would be performed by a licensed asbestos abatement contractor.	<ul style="list-style-type: none"> Applicant Community Development Department 		X	
MM HAZ -2: During construction, the project applicant will ensure that prior to leaving the project site, each haul truck, and other delivery truck that comes in contact with project waste, are inspected and put through procedures, as necessary, to remove loose debris from tire wells and on the truck exterior. Haul truck operators (drivers) are required to have the proper training and registration by the State and as applicable to the material they would be hauling. Trucks transporting hazardous waste are required to maintain a hazardous waste manifest that describes the content of the materials.	1. During construction, the project applicant shall ensure that prior to leaving the project site, each haul truck, and other delivery truck that comes in contact with project waste, are inspected and put through procedures, as necessary, to remove loose debris from tire wells and on the truck exterior.	<ul style="list-style-type: none"> Applicant Community Development Department 		X	
MM HAZ-3: The project applicant shall identify truck haul routes for the potential transportation of contaminated soils from the project site and get City approval for routes prior to beginning of construction. The project contractor shall be responsible for enforcing the use of approved truck haul routes if contaminated soil is transported from the project site.	<p>1. The project applicant shall identify truck haul routes for the potential transportation of contaminated soils from the project site and get City approval prior to the beginning of construction.</p> <p>2. The project contractor shall be responsible for enforcing the use of approved truck haul routes if contaminated soil is transported from the project site.</p>	<ul style="list-style-type: none"> Applicant Community Development Department Applicant Project Contractor 	X	X	

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Noise					
MM NOI-1: The Developer shall provide a temporary 6-foot-tall construction fence equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the project site and single-family residential uses north of the project site.	1. The project applicant shall provide a temporary 6-foot-tall construction fence equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the project site and single-family residential uses north of the project site.	<ul style="list-style-type: none"> Applicant Community Development Department 			
MM NOI-2: All building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L _{eq} .	1. The project applicant shall ensure that all building outdoor mounted mechanical and electrical equipment shall be designed to comply with the Noise Regulations, which prohibits noise from any heating, ventilation, and air conditioning (HVAC) system from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA L _{eq} .	<ul style="list-style-type: none"> Applicant Community Development Department 	X		
Transportation and Traffic					
MM TRANS-1: North Hollywood Way & Tulare Avenue (Intersection No. 3): In order to mitigate the impact at North Hollywood Way & Tulare Avenue to a less than significant level, it would have to be widened and restriped at the northbound, eastbound, and southbound approaches. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first temporary certificate of occupancy or certificate of occupancy (whichever is issued first): ¹	1. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to implement intersection improvements to the northbound, eastbound, and southbound approach of the intersection of North Hollywood Way and Tulare Avenue, as outlined in MM TRANS-1.	<ul style="list-style-type: none"> Applicant City Public Works Department Community Development Department 			X

¹ The eastbound approach is set to be redesigned as part of the proposed project, and could accommodate the two lanes proposed in this mitigation measure. The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is not wide enough to accommodate the additional northbound lanes and maintain the three current southbound through lanes. In order to accommodate this mitigation and to widen the sidewalk to 10 feet as prescribed in the City's General Plan, Hollywood Way would need to be widened by 5 feet on the west side along the project's frontage between the North San Fernando Boulevard/North Hollywood Way SW intersection and Winona Avenue, which would require acquiring right-of-way from the project. In addition, the west side of Hollywood Way would have to be widened by an additional 10 feet (15 feet total) from the centerline of Tulare Avenue to a point approximately 300 feet south of Tulare Avenue, whereby the widening would taper from 15 feet back to 5 feet over a distance of an additional 300 feet (for a total of 600 feet south of Tulare Avenue). Also, the west side of Hollywood Way would have to be widened by an additional 19 feet (24 feet total) from the centerline of Tulare Avenue to a point approximately 150 feet north of Tulare Avenue. As this mitigation measure would only require right-of-way from the project to be implemented, and because the existing bicycle lanes are being further protected, it would not violate any of the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level under Existing plus Project conditions.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<ul style="list-style-type: none"> The northbound approach (Hollywood Way) would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. In addition, it would be widened to include two left-turn lanes, so that the northbound approach would consist of two left-turn lanes, two through lanes, and one through/right lane. To offset the effect of additional travel lanes on bicyclists, the existing southbound Class II bicycle lanes would be separated from vehicular traffic by a raised five-foot sidewalk bicycle lane separated from the street by a 5-foot green street bio-swale, and separated from the sidewalk with a demarcation of colored concrete or truncated domes, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps. The existing northbound Class II bicycle lanes would be separated from the travel lanes by a painted buffer of at least three feet along with semi-permanent devices such as bollards. The eastbound approach (Tulare Avenue) would be widened to include one left-turn lane and one through/right-turn lane. The southbound approach (Hollywood Way) would be widened to include one southbound right turn lane so that the southbound approach would consist of one left-turn lane, three through lanes, and one right-turn lane. <p>North Hollywood Way & Tulare Avenue (Intersection No. 3): The same mitigation measure described above under Existing plus Project conditions (MM TRANS-1) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Tulare Avenue would also reduce the impact under Future plus Project conditions.</p>					
<p>MM TRANS-2: North Hollywood Way & Winona Avenue (Intersection No. 4): In order to mitigate the impact at North Hollywood Way & Winona Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first certificate of occupancy:²</p>	<p>1. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to implement intersection improvements at the intersection of North Hollywood Way & Winona Avenue, including restriping Northbound Hollywood Way and</p>	<ul style="list-style-type: none"> Applicant City Public Works Department Community Development Department 		X	X

² The existing curb-to-curb width on North Hollywood Way is approximately 82 feet between Burton Avenue and Tulare Avenue, which is wide enough to accommodate the additional lane without reducing the number of southbound lanes or removing the existing bicycle lanes. This mitigation measure would not conflict with any of the criteria in the policy-based screening analysis. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level. It should be noted that the Hollywood-Burbank Airport Terminal Replacement Project also included a mitigation measure to address an intersection impact at this location. That mitigation measure required widening the northbound and eastbound approaches to add additional travel lanes beyond those described above, which would also reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<ul style="list-style-type: none"> Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, one through/right-turn lane. Existing northbound bicycle lanes would be maintained and improved on Hollywood Way by installing a painted buffer of at least 2 feet between Burton Way and Winona Avenue; 5-foot bike lanes would be maintained between Thornton Avenue and Burton Way. Existing southbound bike lanes would be maintained by a width of at least 5 feet between Thornton Avenue and Winona Avenue. <p>North Hollywood Way & Thornton Avenue (Intersection No. 4): The same mitigation measure described above under Existing plus Project conditions (MM TRANS-2) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & Winona Avenue would also reduce the cumulative impact under Future plus Project conditions.</p>	maintaining and improving existing bicycle lanes on Hollywood Way.				
	2. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to implement the intersection improvements listed in MM TRANS-1 to the intersection of North Hollywood Way and Thornton Avenue.	<ul style="list-style-type: none"> Applicant City Public Works Department Community Development Department 		X	X
<p>MM TRANS-3: North Hollywood Way & Thornton Avenue (Intersection No. 5): In order to mitigate the impact at North Hollywood Way & Thornton Avenue to a less than significant level, it would have to be restriped at the northbound and southbound approaches. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first temporary certificate of occupancy or certificate of occupancy (which is issued first):³</p> <ul style="list-style-type: none"> Northbound Hollywood Way would be restriped to provide one additional through lane between just north of Avon Street and just north of Tulare Avenue. This would result in a northbound configuration of one left-turn lane, two through lanes, and one through/right-turn lane. Southbound Hollywood Way would be restriped to convert the southbound right- turn lane into a southbound through/right- turn lane, resulting in the following configuration: one left turn lane, two through lanes, and one through/right-turn lane. The 	1. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to implement intersection improvements at the intersection of North Hollywood Way and Thornton Avenue, including restriping Northbound and Southbound Hollywood Way and maintain and improving existing bicycle lanes on Hollywood Way.	<ul style="list-style-type: none"> Applicant City Public Works Department Community Development Department 		X	X

³ The existing curb-to-curb width on North Hollywood Way at this intersection varies between Avon Street and just north of Thornton Avenue, but is wide enough to accommodate the additional travel lanes and maintain the existing bicycle lanes if the existing raised median is reconstructed between Avon Street and Thornton Avenue. However, widening would be required at the existing southbound right-turn lane into the commercial property south of Thornton Avenue in order to accommodate the existing right-turn lane, existing bike lane, and three travel lanes. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level under Existing plus Project conditions, and would not conflict with any of the criteria in the policy-based screening analysis.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>third southbound departure lane shall merge into the southbound ramp to Empire Avenue at Avon Street.</p> <ul style="list-style-type: none"> The existing raised median will be reconstructed between Avon Street and Thornton Avenue, southbound Hollywood Way would be widened by 4 feet within public right of way between Thornton Avenue and the private fast food complex driveway, and the southbound sidewalk would be maintained at 12-feet, to accommodate the new travel lane. Existing bicycle lanes would be maintained and improved on Hollywood Way. Existing 5 foot northbound and southbound bicycle lanes would be maintained on Hollywood Way between Thornton Avenue and Burton Way. Existing bicycle lanes would be widened to 6 feet wide northbound and southbound on Hollywood Way between Avon Street and Thornton Avenue. 					
<p>MM TRANS-4: North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): In order to mitigate the significant impact at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps to a less than significant level, the intersection would need to be redesigned. The project applicant shall coordinate with the City to implement the following intersection improvements prior to issuance of the first <u>temporary</u> certificate of occupancy or certificate of occupancy (whichever is issued first):⁴</p> <ul style="list-style-type: none"> The intersection would be redesigned to accommodate an uncontrolled eastbound right-turn lane. The new design would require acquisition of right-of-way from the project, and would extend the planned southbound right-turn lane at Hollywood Way & Tulare Avenue back to the San Fernando Boulevard Eastbound Ramps, creating a weaving section for vehicles entering Hollywood Way from San Fernando Boulevard and vehicles turning right into the project site at Tulare Avenue. The redesign would shift bicycles from the Class II on-street facility to an off-street protected Class IV facility, to avoid vehicles weaving across bicycle traffic. The bicycle lanes would be separated from vehicular traffic by a raised five-foot 	<p>1. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to redesign the intersection of North Hollywood Way and North San Fernando Boulevard.</p>	<ul style="list-style-type: none"> Applicant City Public Works Department Community Development Department 		X	X

⁴ As the mitigation would result in no vehicle control for either the eastbound or southbound approaches, there would be no control delay at the intersection, reducing the project's incremental impact at the intersection below significance. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level. It should be noted that a measure was explored involving signaling the intersection to be consistent with a similar mitigation that was proposed as part of the Burbank Bob Hope Airport Terminal Replacement Project. Although the intersection meets the signal warrant during all analyzed scenarios for at least one of the analyzed peak hours, signaling the intersection would result in additional delay for vehicles traveling southbound on Hollywood Way, which make up the majority of vehicles using the intersection. The mitigation was therefore rejected.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
sidewalk bicycle lane separated from the street by a 5-foot green street bio-swale, and separated from the sidewalk with a demarcation of colored concrete or truncated domes, along the project's frontage between Winona Avenue and the San Fernando Blvd. ramps.					
MM TRANS-7: North Hollywood Way & Alameda Avenue (Intersection No. 11): In order to mitigate the cumulative impact at North Hollywood Way & Alameda Avenue to a less than significant level, it would have to be widened and restriped at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane. ⁵ Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.	1. Prior to issuance of the first certificate of occupancy, the project applicant shall widen and restripe the intersection of North Hollywood Way and Alameda Avenue at the northbound approach to include two left-turn lanes, two through lanes, and one right-turn lane.	<ul style="list-style-type: none"> • Applicant • City Public Works Department • Community Development Department 		X	X
MM TRANS-8: North Hollywood Way & Olive Avenue (Intersection No. 13): In order to mitigate the cumulative impact at North Hollywood Way & Alameda Avenue to a less than significant level, westbound and eastbound approaches would need to be reconfigured, resulting in a new peak period parking restriction. The project applicant shall design and construct the following improvements prior to the City issuing the first certificate of occupancy for the project. Alternatively, developer shall pay the applicable transportation development impact fee in lieu of constructing the improvements, and the City shall construct the improvements when they are needed to maintain the City's LOS D standard. The City will measure the LOS of all study intersections every two years to evaluate traffic impacts of development projects, or more frequently if necessary to identify or confirm	1. Prior to issuance of the Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to design and construct intersection improvements to the intersection of North Hollywood Way and Olive Avenue and the intersection of North Hollywood Way and North San Fernando Boulevard; or alternatively developer shall pay the applicable transportation development impact fee in lieu and the city shall construct the	<ul style="list-style-type: none"> • Applicant • City Public Works Department • Community Development Department 		X	X

⁵ The existing curb-to-curb width on North Hollywood Way at this intersection is approximately 80 feet, which is wide enough to accommodate the additional travel lanes and maintain all existing lanes. This mitigation measure reduces the project's incremental increase in V/C to a level below significance under Future plus Project conditions, and does not conflict with any of the criteria in the policy based screening analysis. However, as most of the vehicles making the northbound left movement at this intersection are doing so to access the freeway on-ramp on Alameda Avenue, these vehicles would not be able to use the second northbound left-turn lane, resulting in minimal increase in capacity. Further, the addition of a second northbound left-turn lane would require adjustments to signal phasing and signal timing, leading to similar levels of delay at the intersection. The mitigation was therefore rejected, and the impact is considered significant and unavoidable.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>LOS. The mitigation will be implemented prior to the point at which the intersection is expected to deteriorate to LOS to E or F, accounting for reasonable variability in daily traffic demand. This mitigation monitoring program shall be implemented consistent with the Burbank2035 Mitigation Monitoring and Reporting Program.⁶</p> <ul style="list-style-type: none"> Implement PM peak period parking restriction in the westbound direction of Olive Avenue. Reconfigure the westbound approach to include one left-turn lane, two through lanes and one shared through/right-turn lane. Restripe the eastbound approach to include two left-turn lanes, two through lanes, and one through/right-turn lane (may require alteration to the existing median). <p>North Hollywood Way & North San Fernando Boulevard Eastbound Ramps (Intersection No. 30): The same mitigation measure described above under Existing plus Project conditions (MM TRANS-8) to reduce the proposed project's incremental increase in V/C to a less than significant level at North Hollywood Way & North San Fernando Boulevard Eastbound Ramps would also reduce the cumulative impact under Future plus Project conditions.</p>	<p>improvements when needed to maintain LOS D in accordance with the Burbank2035 MMRP..</p>				
<p>MM TRANS-9: North San Fernando Boulevard & Cohasset Street (Intersection No. 32): To mitigate the significant pedestrian impact at North San Fernando Boulevard & Cohasset Street, the intersection would need to be signalized. The project applicant shall coordinate with the City and the City of Los Angeles to implement the following intersection improvements prior to issuance of the first certificate of occupancy, subject to the approval of the City and the City of Los Angeles⁷:</p> <ul style="list-style-type: none"> Install a traffic signal. 	<p>1. Prior to issuance of the first certificate of occupancy, the project applicant shall coordinate with the City to make a fair-share payment for improvements at the intersection of North San Fernando Boulevard and Cohasset Street, including the installation of a traffic signal and coordinating signal timing with other traffic signals on</p>	<ul style="list-style-type: none"> Applicant City Building Division 		X	X

⁶ Currently, a peak parking restriction exists on westbound Olive Avenue between Riverside Drive and Pass Avenue during the AM peak period. During the PM period, parking is currently permitted and the westbound intersection approach configuration consists of one left-turn lane, two through lanes, and one right-turn lane. The mitigation measure would establish a PM peak period parking restriction on westbound Olive Avenue between Riverside Drive and Pass Avenue (the same as the AM parking restriction limits) from 4:30 to 7:30 PM, Monday through Friday. This mitigation measure can be implemented within the existing right-of-way without re-striping and would involve restricting approximately eight parking spaces during the PM peak period. The proposed changes on both the eastbound and westbound approaches can be accommodated within the existing curb-to-curb space. The mitigation measure would exceed the MAMS template, and therefore would conflict with the Scale and Design criteria in the policy-based screening analysis. It does not conflict with other elements of the screening analysis. This mitigation measure would reduce the proposed project's incremental increase in V/C to a less than significant level. Therefore, this mitigation measure is deemed feasible and would reduce the project impact to a less than significant level.

⁷ Since this intersection is located within the shared jurisdiction of Los Angeles and Burbank, implementation of this improvement is not entirely within the control of the lead agency (City of Burbank). Therefore, if the improvement cannot be approved by Los Angeles then the improvement is deemed infeasible and this impact would remain significant and unavoidable.

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<ul style="list-style-type: none"> Construct curb extension and pedestrian ramp at the signalized intersection. Coordinate signal timing with other traffic signals on North San Fernando Boulevard to maintain traffic flow. <p>North San Fernando Boulevard & Cohasset Street (Intersection No. 32): The same pedestrian mitigation measure described above (MM TRANS-9) would also reduce the proposed project's incremental increase in V/C to a less than significant level at North San Fernando Boulevard & Cohasset Street under cumulative Future plus Project conditions.</p>	North San Fernando Boulevard to maintain traffic flow.				
Utilities					
<p>MM-UTIL-1: The project applicant shall pay fees to the City of Burbank as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. The fees will cover the pro-rated cost of necessary project-related sewer infrastructure upgrades, including design, permitting, and contractor costs to install the necessary improvements; inspection; traffic control; and street restoration. The required portion to be paid is valued as a percentage of the project's contribution to the impacted sanitary sewer system. For the project, this amount is estimated at \$49,000, which is approximately 2.7 percent of the total cost of off-site sewer infrastructure upgrades. The project applicant is also subject to sewer facility charges (SFCs) estimated at \$388,719. Therefore, the total fees to be paid to the City for sewer interconnection and upgrades is estimated to be approximately \$423,000. Despite the estimates in this mitigation measure, the estimated amount due is subject to change. The project applicant must pay fees deemed necessary by the City prior to issuance of a building permit from the City.</p>	<ol style="list-style-type: none"> Prior to the issuance of a building permit, the project applicant shall pay fees to the City as determined by the current Sewer Capacity Analysis performed for the project Draft EIR. 	<ul style="list-style-type: none"> Applicant City Building Division 	X		
<p>MM-UTIL-2: As part of their lease agreement, all tenants occupying creative industrial buildings on the proposed project site shall be required to recycle all qualifying items in accordance with the Burbank Recycling Center's guidelines, including their handbook titled "Materials Accepted in Your Recycling Bin or at the Recycling Center." The project applicant shall supply tenants with City recycling receptacles as well as the aforementioned Burbank Recycling Center handbook.</p>	<ol style="list-style-type: none"> All tenants occupying creative industrial buildings, as part of their lease agreement, shall be required to recycle all qualifying items in accordance with the Burbank Recycling Center's guidelines. 	<ul style="list-style-type: none"> Applicant Future Tenants of Creative Industrial Buildings 			X
	<ol style="list-style-type: none"> The project applicant shall supply tenants with City recycling receptacles as well as the aforementioned Burbank Recycling Center handbook. 	<ul style="list-style-type: none"> Applicant 			X