3700 RIVERSIDE DRIVE MIXED-USE PROJECT

INITIAL STUDY | PUBLIC REVIEW DRAFT

March 2021

Prepared for:
City of Burbank

Michael Baker
INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY

3700 Riverside Drive Mixed-Use Project

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JN 179033

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1.0 INTRODUCTION

The 3700 Riverside Drive Mixed-Use Project (herein referenced as the "project") involves the construction of a mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant/retail use, a pocket park, and surface and subterranean parking; refer to Section 2.0, *Project Description*. Following a preliminary review of the proposed project, the City of Burbank (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Burbank, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as a Lead Agency (in this case, the City of Burbank) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines. Coordination with other agencies may be required to determine the specific nature of any future permits or approvals. In addition, this document is intended to provide agencies and the public with an environmental basis under CEQA to facilitate the dissemination of information deemed necessary to the discretionary approvals process and the approval, or conditional approval, of any aspect of the proposed project within the jurisdiction of the agency.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review online via the City's website (https://www.burbankca.gov/).

- *Burbank2035 General Plan* (adopted February 19, 2013). The *Burbank2035 General Plan* (Burbank2035) is a "blueprint" policy document, designed to provide guidance on the City's future physical form and character of development. Burbank2035 includes the following elements: Air Quality and Climate Change; Land Use; Mobility; Noise; Open Space and Conservation; Safety; and Plan Realization. The Housing Element was last updated and integrated into Burbank2035 on January 7, 2014. For each element, Burbank2035 describes the focus and purpose of the element and its relationship with other Burbank2035 elements and provides a comprehensive list of planning goals and policies. All development projects, including subdivisions, public works, redevelopment projects, zoning decisions, and other various implementation tools must be consistent with Burbank2035.

- *Burbank2035 General Plan Environmental Impact Report* (certified February 19, 2013). The *Burbank2035 General Plan Environmental Impact Report* (Burbank2035 EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of implementation of Burbank2035. The Burbank2035 EIR includes background data, analyzes potential environmental impacts, identifies Burbank2035 policies and implementation plans that serve as mitigation, and identifies additional mitigation measures to reduce potentially significant effects due to implementation of Burbank2035. The Burbank2035 EIR determined that implementation of Burbank2035 would result in various irreversible environmental changes in the area including the alteration of the human environment as a consequence of the development process, increased usage of public services and utilities during and after construction, temporary and permanent commitment of energy and water resources as a result of construction, operation, and maintenance of new developments, utilization of various new raw materials for construction, and incremental increased vehicular activity within the City. Other significant environmental effects include increased air quality and noise pollution emissions, potential impacts to historic and archaeological resources, substantial population growth, increased demand for water supplies, and additional traffic and circulation impacts.

- *Burbank Municipal Code* (current through Ordinance 20-3,938, passed June 9, 2020). The *Burbank Municipal Code* (Municipal Code) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. Municipal Code Title 10, *Zoning Regulations* (Zoning Ordinance), is established to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the City and its inhabitants. The Zoning Ordinance regulates the use of buildings,

structures, and land for residential, commercial, industrial and institutional purposes; regulates location, height, bulk, and area covered by buildings and structures; and controls lot size, yards, intensity of land use, signs, and off-street parking.

- *Media District Specific Plan* (adopted January 8, 1991). The *Media District Specific Plan* (Specific Plan) is a plan for the commercial and industrial areas in southwest Burbank. The Specific Plan aims to protect the quality of life in single-family residential neighborhoods surrounding the Specific Plan area through density limits, height restrictions, development standards, and traffic diversion techniques associated with its neighborhood protection program. The Specific Plan is also intended to allow sufficient and reasonable development opportunity for media and commercial establishments and to ensure all new development can be accommodated by existing or funded infrastructure and public services. The Specific Plan also contains special land use and development requirements designed to maximize compatibility of commercial and media businesses with nearby residences.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Burbank (City) is located in the County of Los Angeles (County) approximately 12 miles north of downtown Los Angeles; refer to Exhibit 2-1, *Regional Vicinity*. The Golden State Freeway (Interstate 5; I-5) bisects the City in a northwest-southeast orientation, and the Ventura Freeway (State Route 134; SR-134) traverses the City's southern extent in an east-west orientation.

The project site is approximately 0.61-acre and is located in the southern portion of the City at 3700 Riverside Drive (Assessor's Parcel Numbers [APNs] 1485-005-004, -014, -015); refer to Exhibit 2-2, *Site Vicinity*. Regional access to the project site is provided via SR-134. Local access is provided via Riverside Drive, North Hollywood Way, West Olive Avenue, and North Screenland Drive.

2.2 ENVIRONMENTAL SETTING

The project site is located within a highly developed and urbanized area of Burbank and is currently occupied by the Lakeside Carwash. The carwash facility consists of two single-story structures. The main building is located at the center of the site with a carwash tunnel along the southern end. The secondary structure is a garage that has been converted into an office in the southwest corner of the site. Aside from the two single-story structures, the remainder of the site is utilized as parking for drying and washing cars and for employee parking. A Googie-architecture pylon carwash sign is located at the site's northeastern corner at the intersection of Riverside Drive and North Hollywood Way.

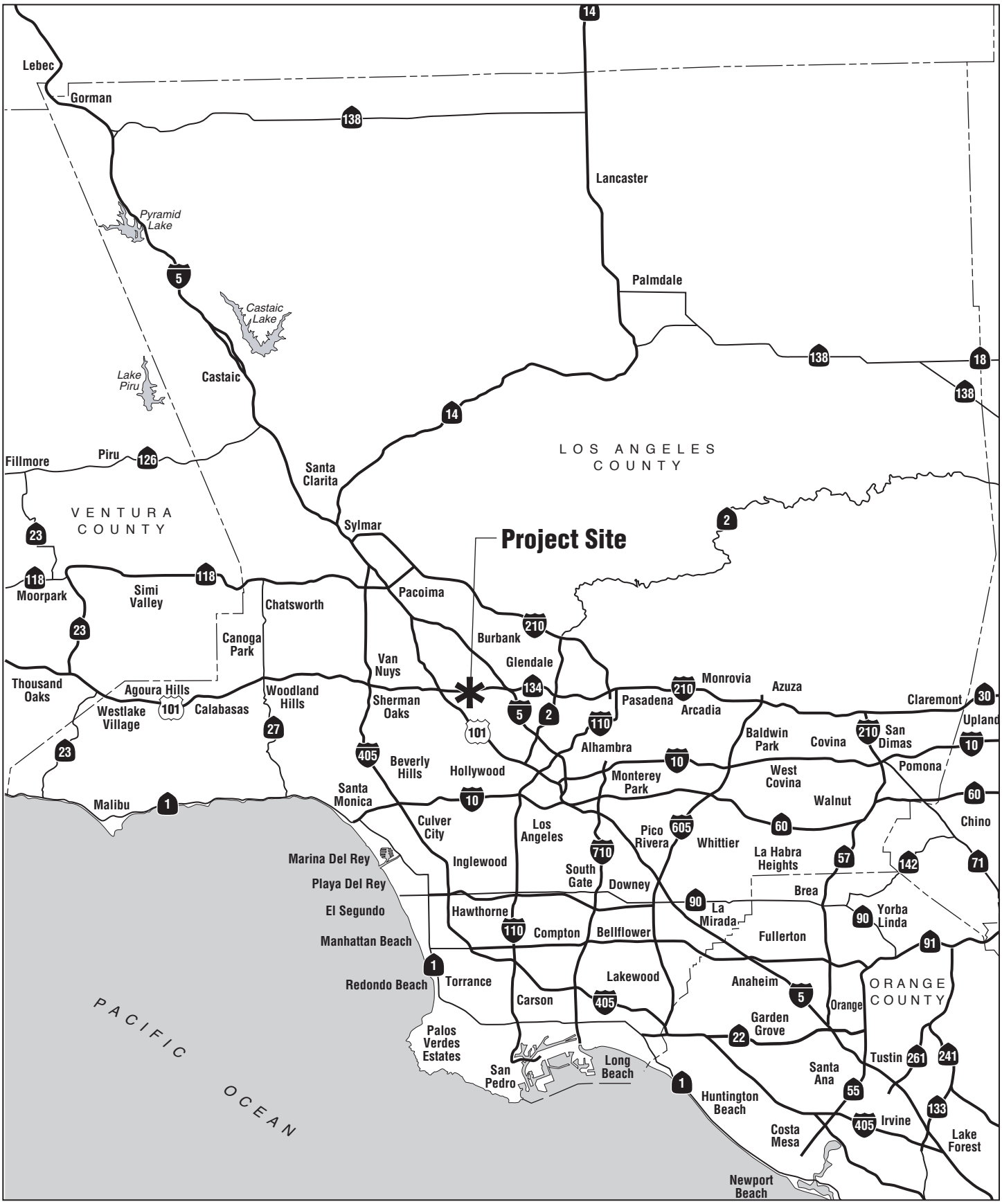
The entire project site is paved with minimal ornamental landscaping along the perimeter. Access to the carwash facility is provided via existing curb cuts along Riverside Drive and North Hollywood Way.

General Plan Land Use Designation and Zoning

According to the *Burbank2035 General Plan* (Burbank2035), the project site is designated Media District Commercial. The Media District Commercial designation is intended as a regional employment center comprised of a variety of media-oriented and commercial uses.

Based on the *City of Burbank Zone Map* (Zoning Map), the site is zoned Media District General Business (MDC-3) within the *Media District Specific Plan*. The *Media District Specific Plan* (Specific Plan) was adopted in January 1991 as a plan for the commercial and industrial industries in southwest Burbank, including Warner Brothers, Walt Disney Studios, NBC, and the Providence Saint Joseph Medical Campus. According to the *Burbank Municipal Code* (Municipal Code), the MDC-3 zone is intended for general business establishments and other commercial uses which meet the goals and intent of the Media District Overlay Zone.

The project site is also located within a Transit Priority Area, which is defined under the Public Resources Code Section 21099(7) as an area within 0.5-mile of an existing or planned major transit stop. A "major transit stop" is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Public Resource Code Section 21064.3).



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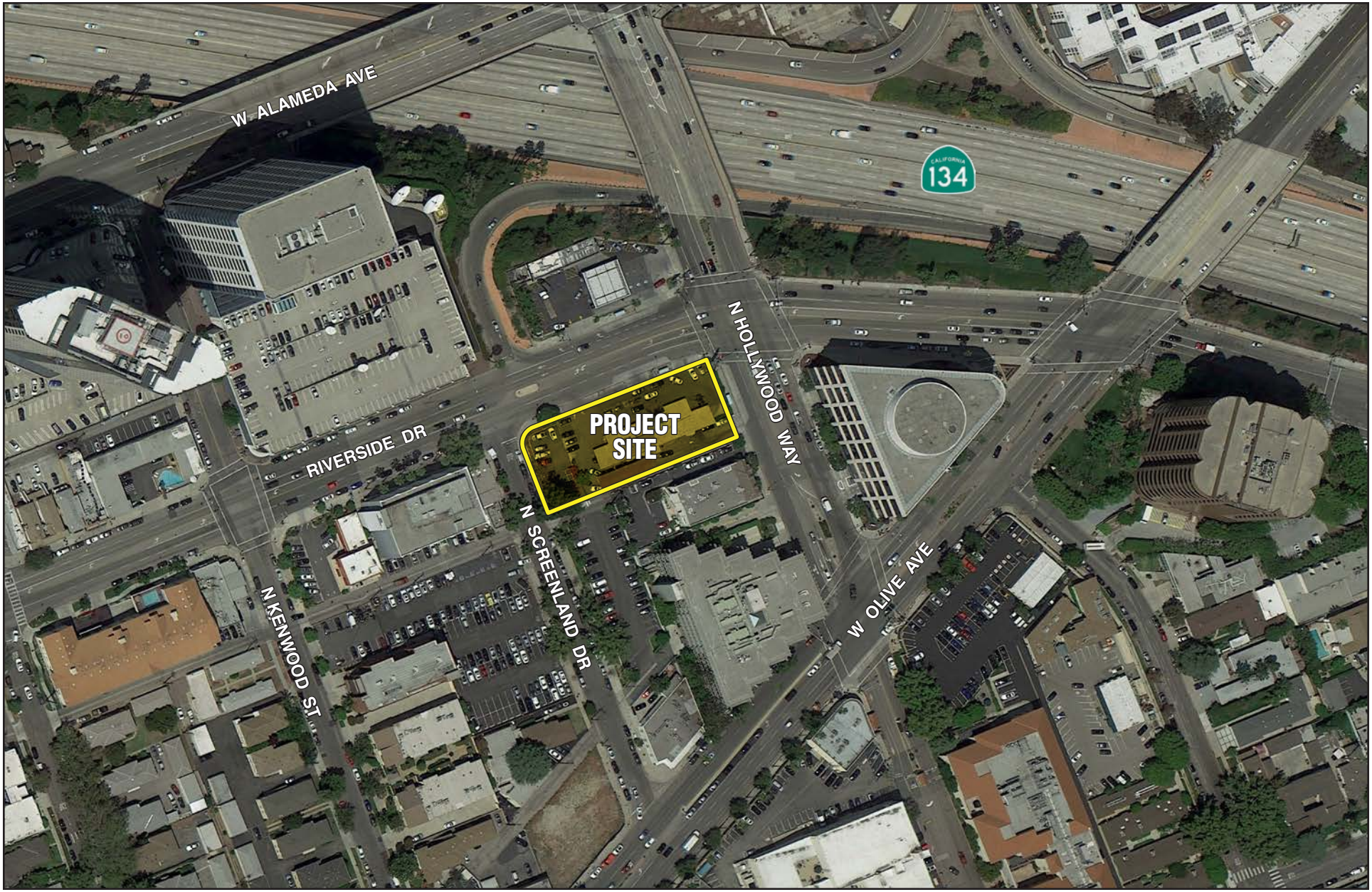
Regional Vicinity

Exhibit 2-1



Source: Google Earth Pro, 2020.
- Project Boundary

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Site Vicinity

Exhibit 2-2

Surrounding Land Uses

Surrounding land uses include a mixture of commercial and office uses. Specifically, land uses surrounding the project site include:

- *North:* Riverside Drive bounds the project site to the north. A Chevron gas station and SR-134 are located further north. These areas are designated Media District Commercial and zoned MDC-3.
- *East:* North Hollywood Way bounds the project site to the east. Existing office buildings are located further east of North Hollywood Way and are designated and zoned Media District Commercial and Media District Limited Commercial (MDC-2), respectively.
- *South:* Existing commercial and office buildings are located south of the site. These areas are designated Media District Commercial and zoned MDC-2, MDC-3, and Media District R-4 (MDR-4).
- *West:* North Screenland Drive bounds the project site to the west with commercial and office uses west of North Screenland Drive. These areas are designated Media District Commercial and zoned MDC-2 and MDC-3.

2.3 BACKGROUND AND HISTORY

The project site was developed with a residential dwelling and detached garage along the western boundary in 1938. By the 1940s, a gas station was developed along the northeast portion of the site. The site remained unchanged until 1956 when the gas station was replaced with the current Lakeside Carwash. The Lakeside Carwash continued to offer gasoline fueling via multiple underground storage tanks (USTs) located at the northeast corner and western portion of the site. The property remained generally unchanged until the 1990s when the residential dwelling was demolished. By 1999, the fueling system and USTs were removed from the site. Lakeside Carwash continues to operate today solely as a carwash facility.

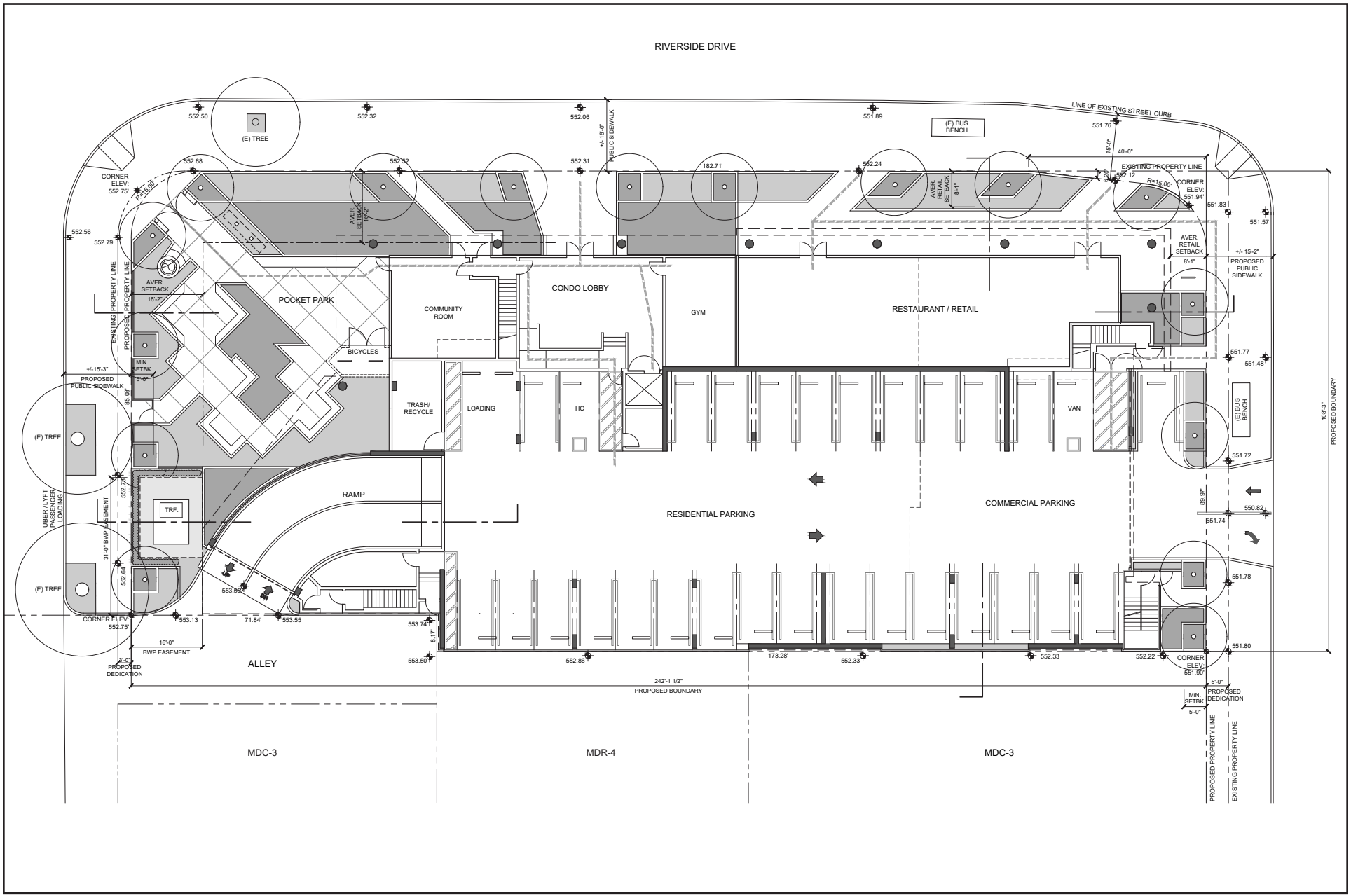
2.4 PROJECT CHARACTERISTICS

The project proposes to demolish the existing on-site structures and construct a seven-story, 82,723-gross square foot mixed-use development. The proposed development would consist of 49 condominium units, 2,000 square feet of ground level restaurant/retail use, a pocket park, and surface and subterranean parking; refer to Exhibit 2-3, *Conceptual Site Plan*.

Conceptual floor plans for each level of the building are illustrated on Exhibits 2-4a, *Floor Plan – Parking Level* through Exhibit 2-4i, *Floor Plan – Upper Roof*. The condominiums would consist of one to three bedroom units ranging in size from 937 to 2,187 gross square feet. One- and two-bedroom units would occupy the second through fifth floors while the larger three-bedroom units are proposed as two-story units occupying the sixth and mezzanine/roof levels. Additionally, four of the 49 condominiums would be developed as affordable housing units for very low income households.

Architecture

The proposed building architecture is contemporary with exterior building materials consisting of concrete, insulated glazing, translucent glass, wood cladding, aluminum mullions, metal panels, corrugated metal cladding, and stucco cement plaster, among others. The building exterior would include a combination of colors including gray, blue, white, bronze, and light brown (wood cladding).



Source: Struere Advanced Architecture, 2019

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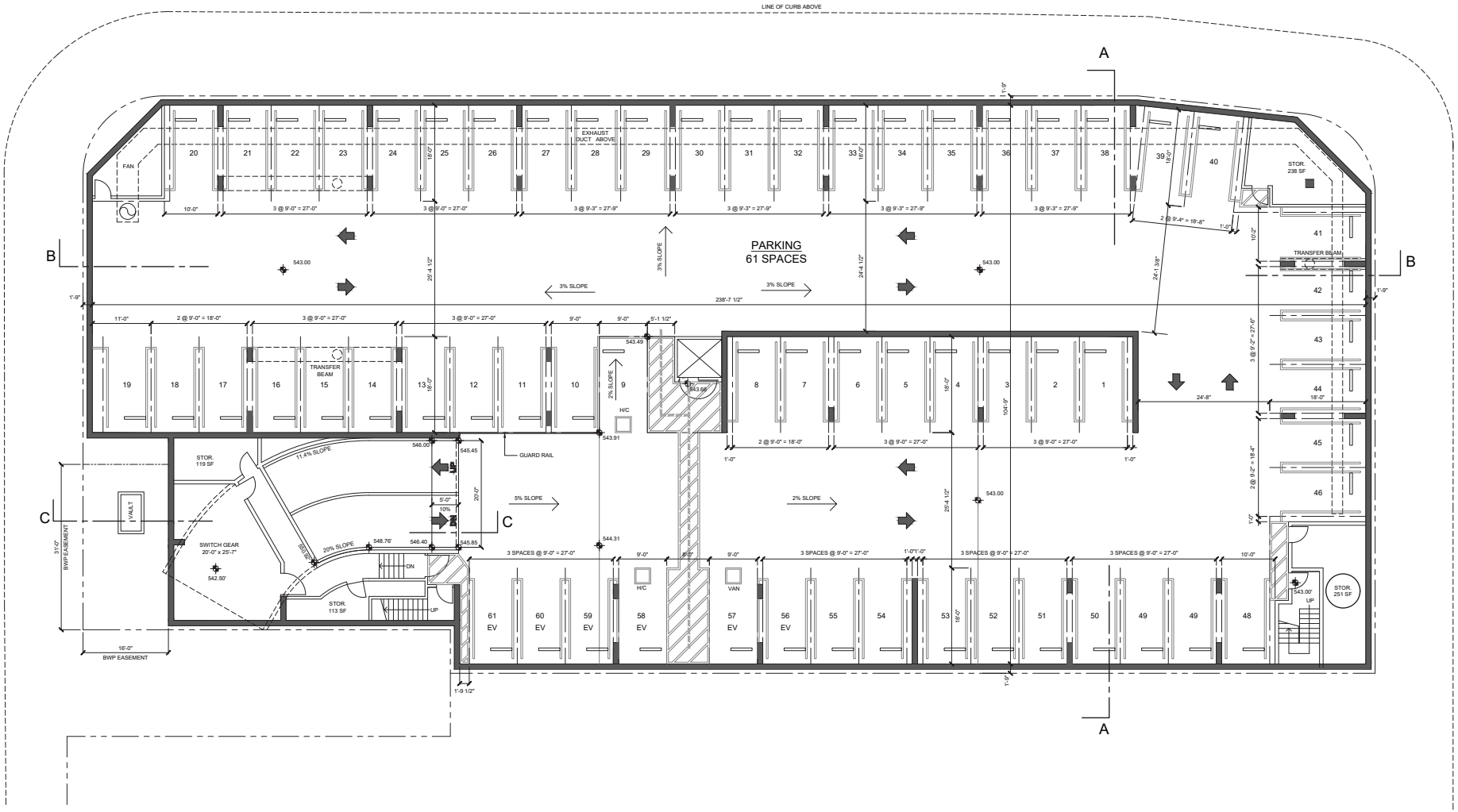
Conceptual Site Plan

Exhibit 2-3



Source: Struere Advanced Architecture, 2019

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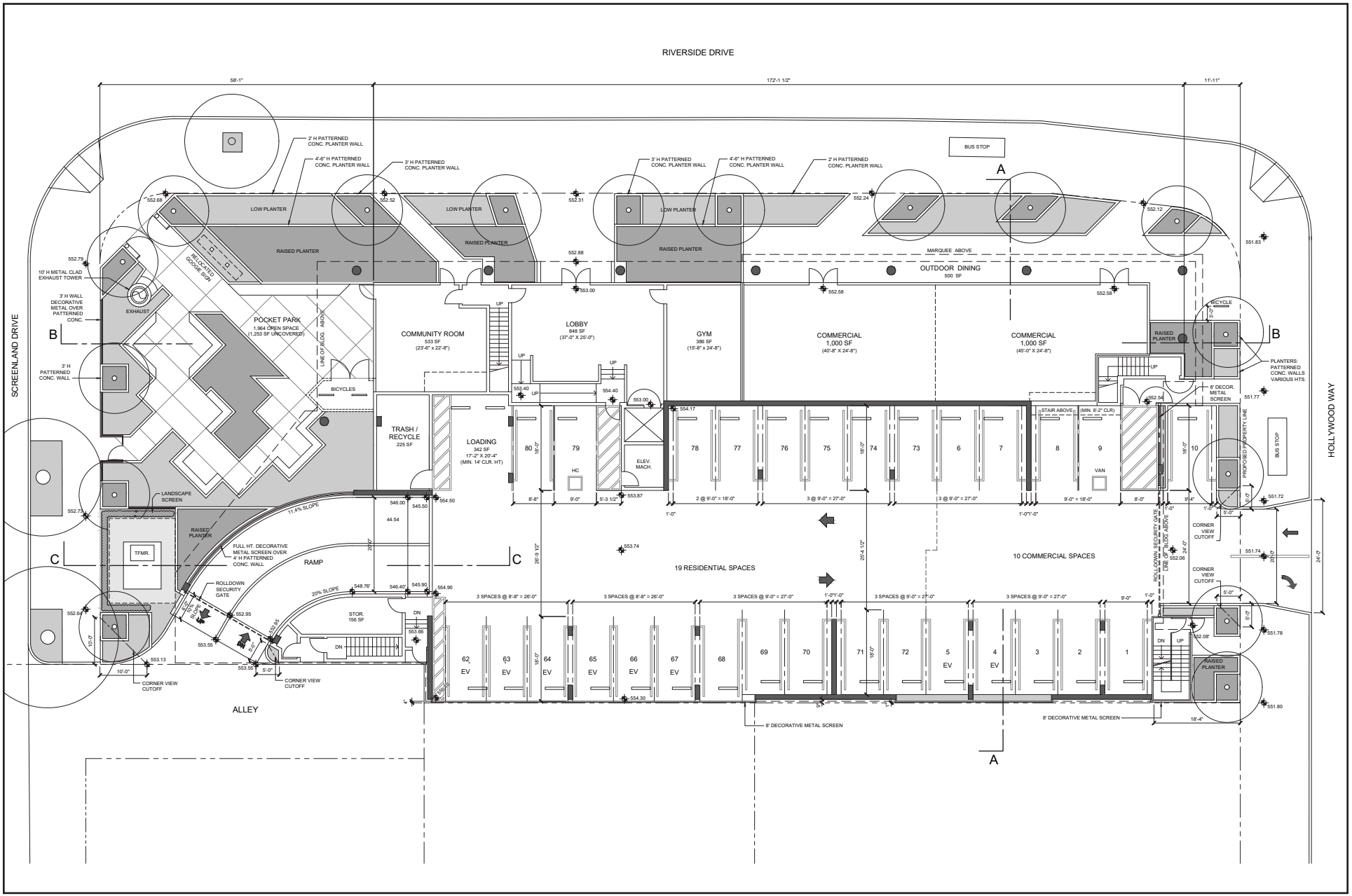
Floor Plan – Parking Level

Exhibit 2-4a



Source: Struere Advanced Architecture, 2019

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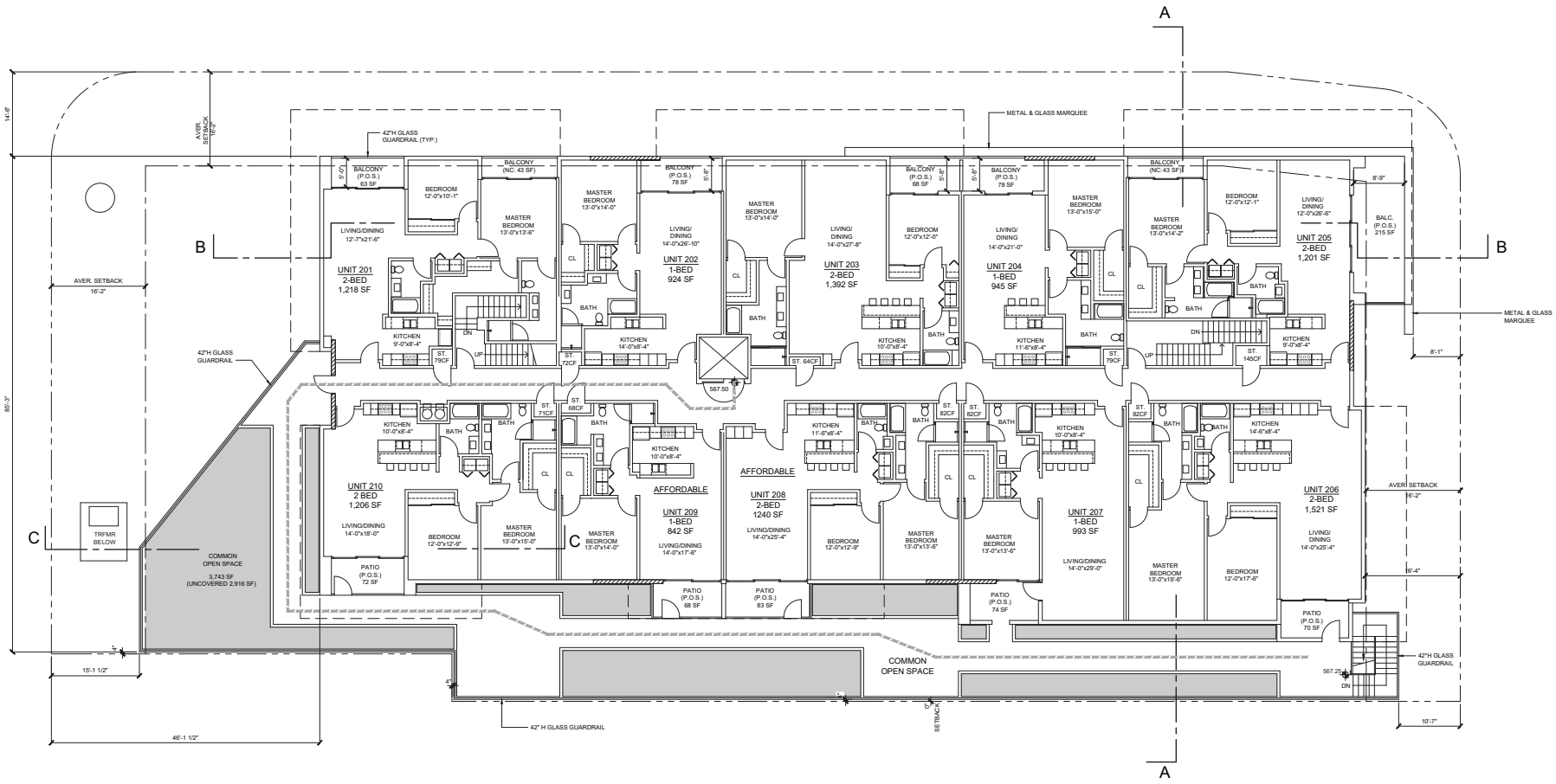
Floor Plan – Ground Floor

Exhibit 2-4b



Source: Struere Advanced Architecture, 2019

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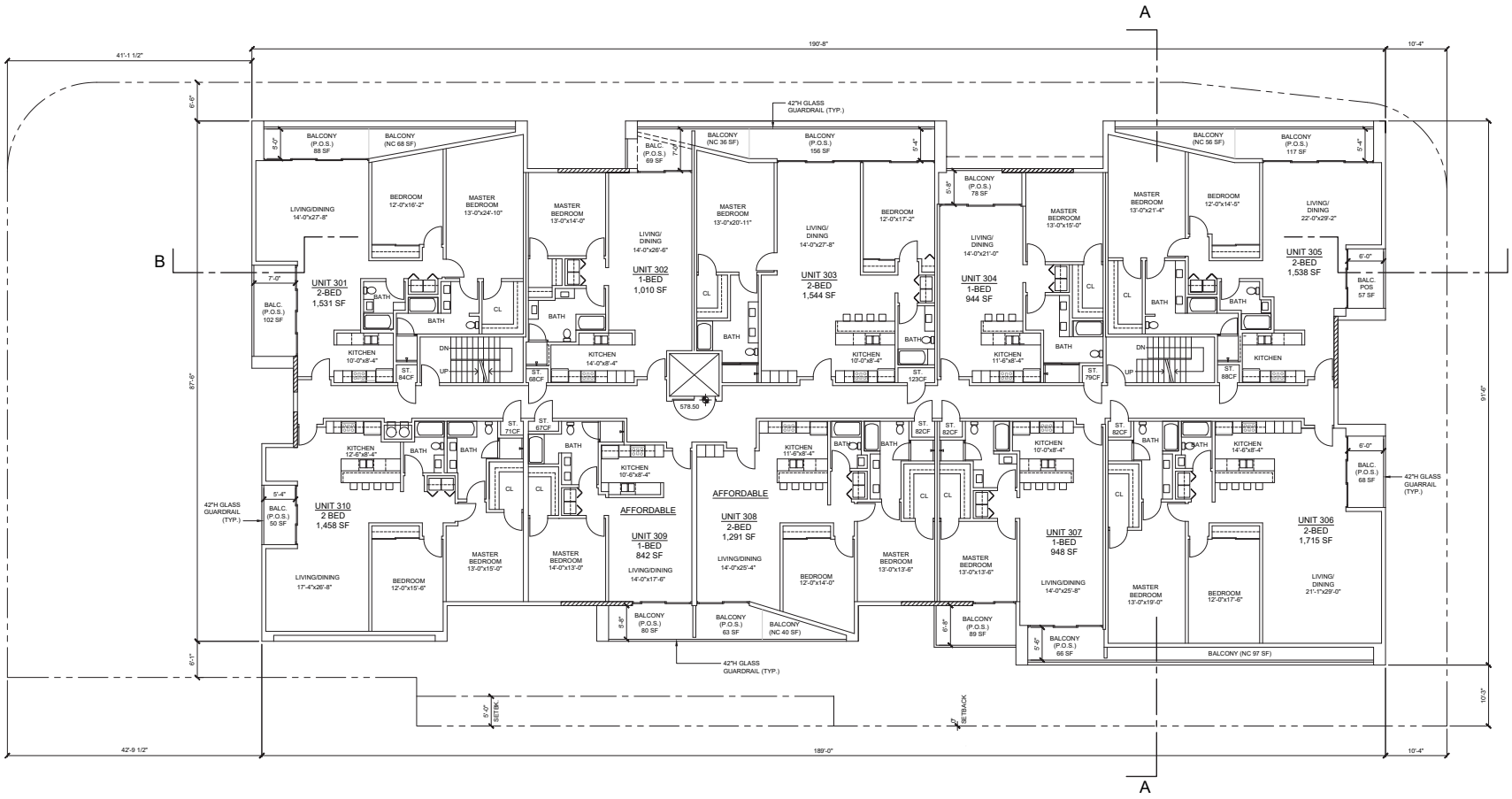
Floor Plan – Second Floor

Exhibit 2-4c



Source: Struere Advanced Architecture, 2019

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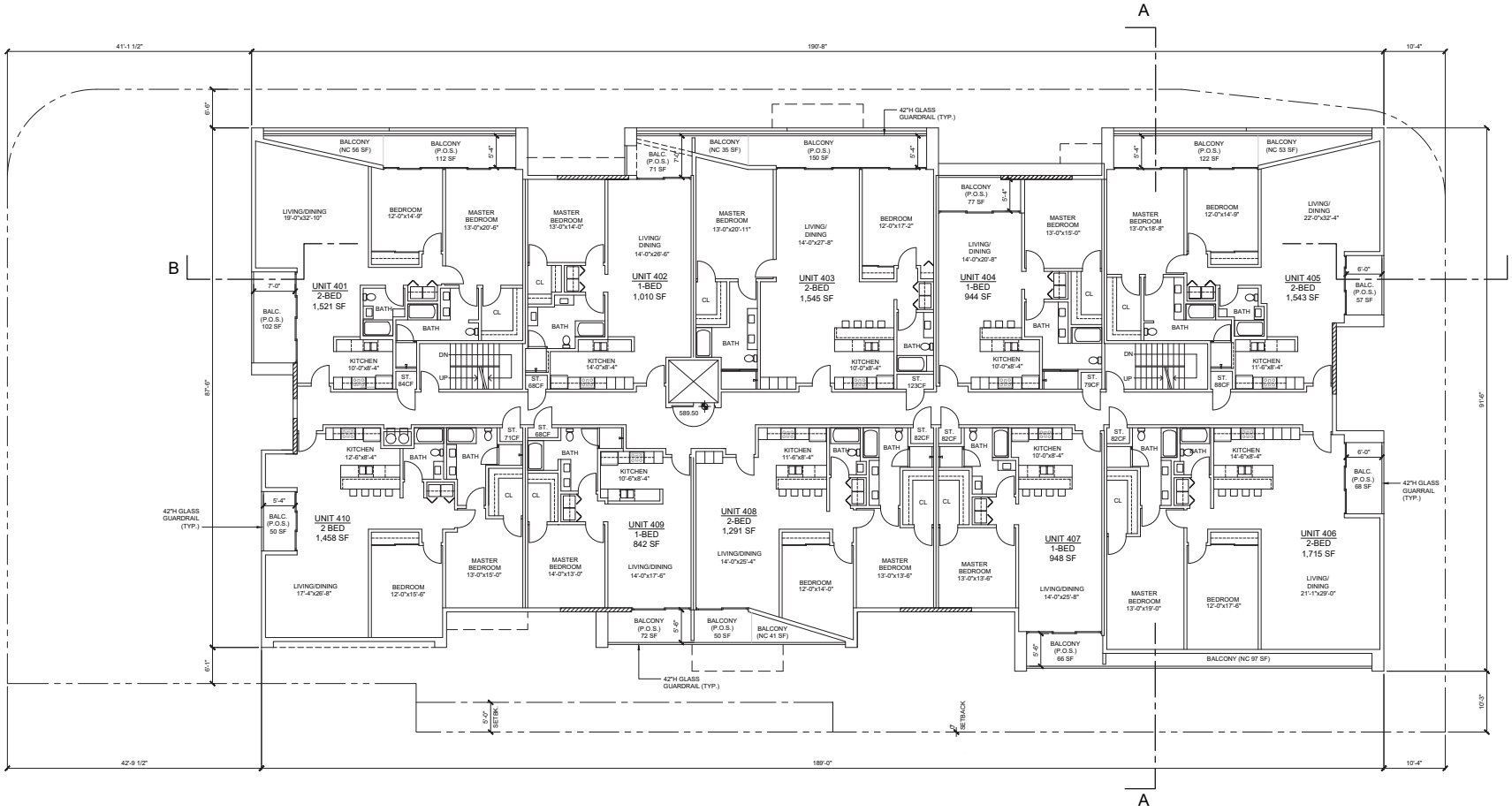
INITIAL STUDY

Floor Plan – Third Floor

Exhibit 2-4d



Source: Struere Advanced Architecture, 2019

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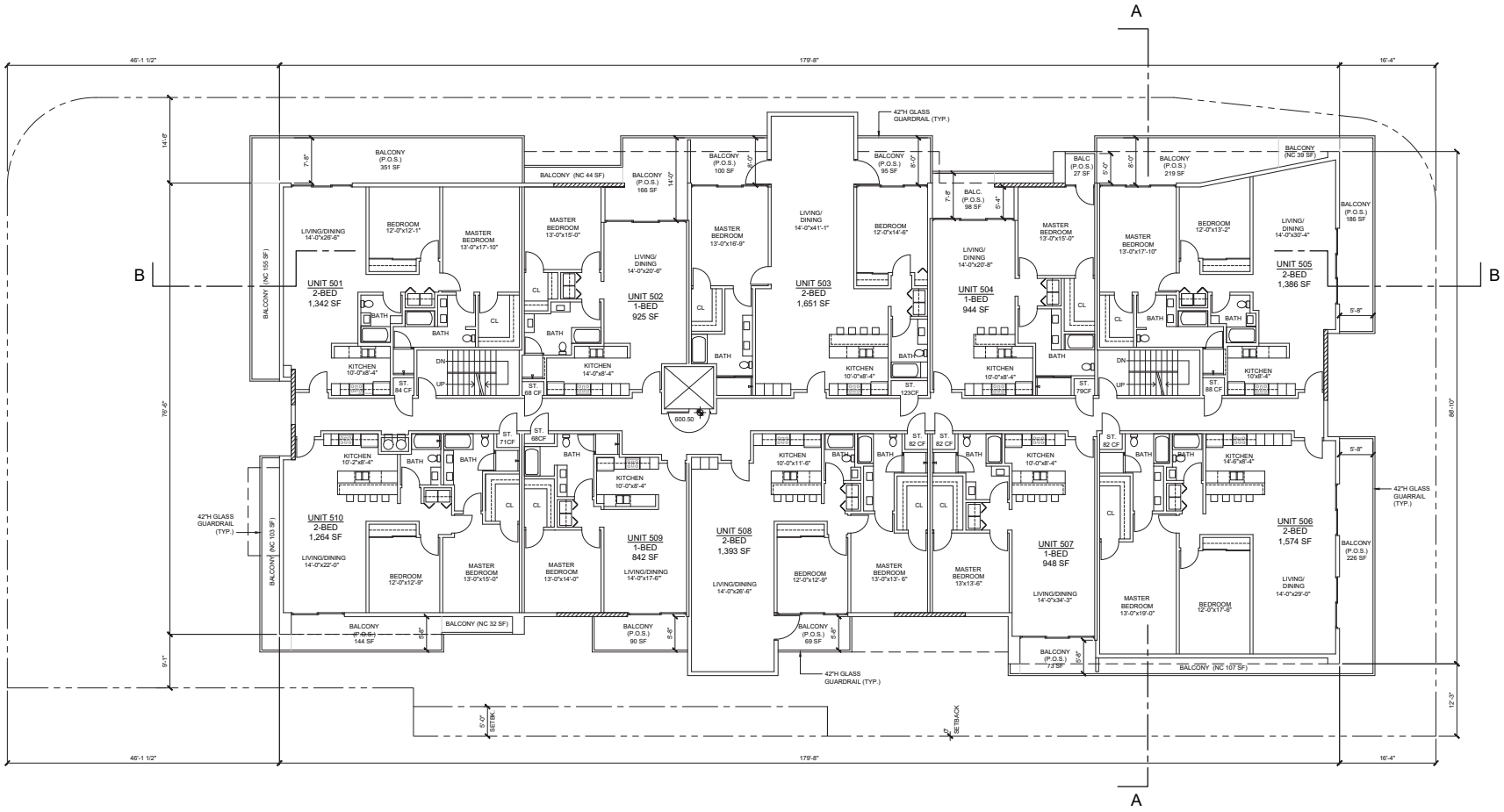
Floor Plan – Fourth Floor

Exhibit 2-4e



Source: Struere Advanced Architecture, 2019

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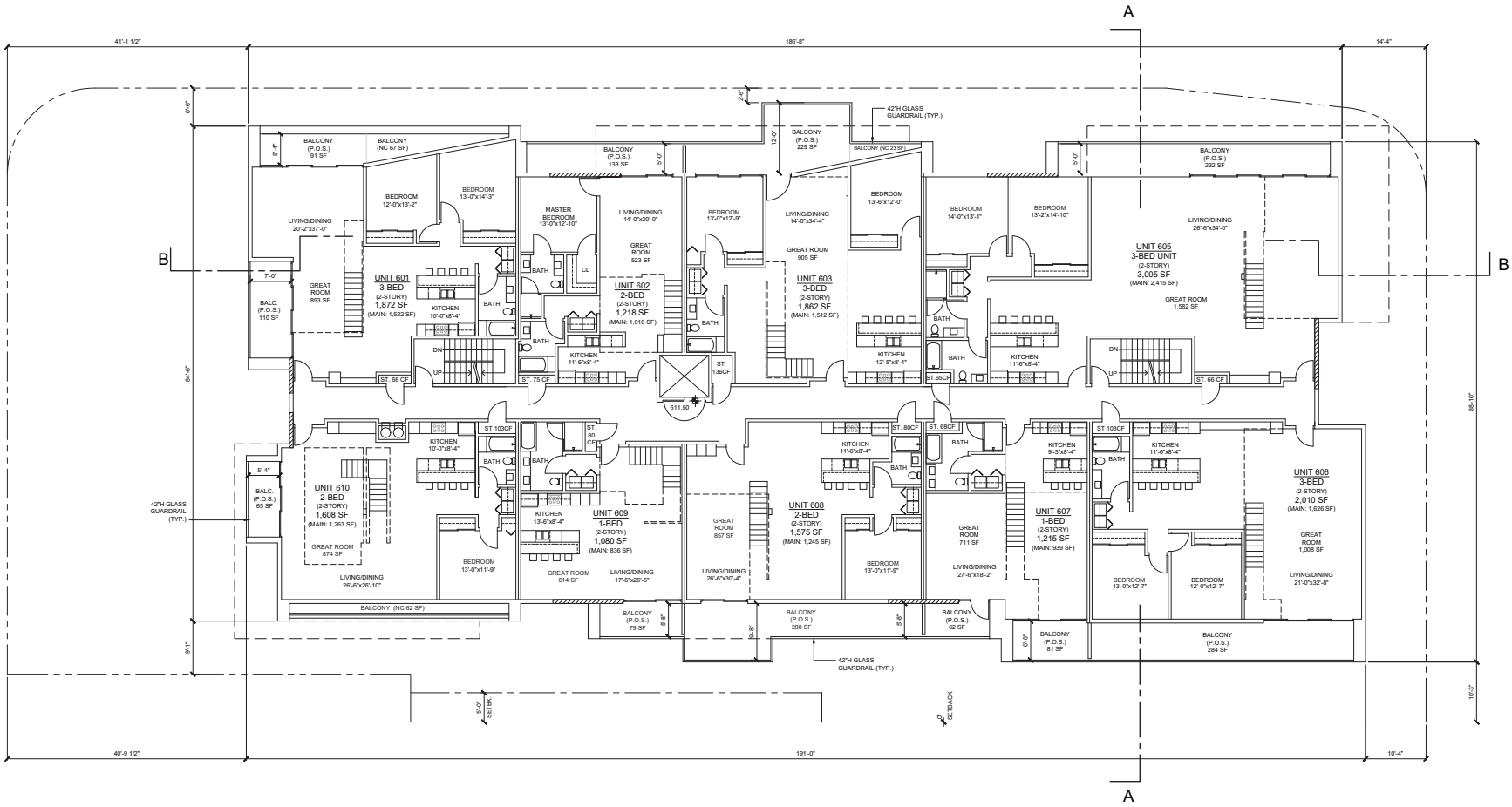
Floor Plan – Fifth Floor

Exhibit 2-4f



Source: Struere Advanced Architecture, 2019

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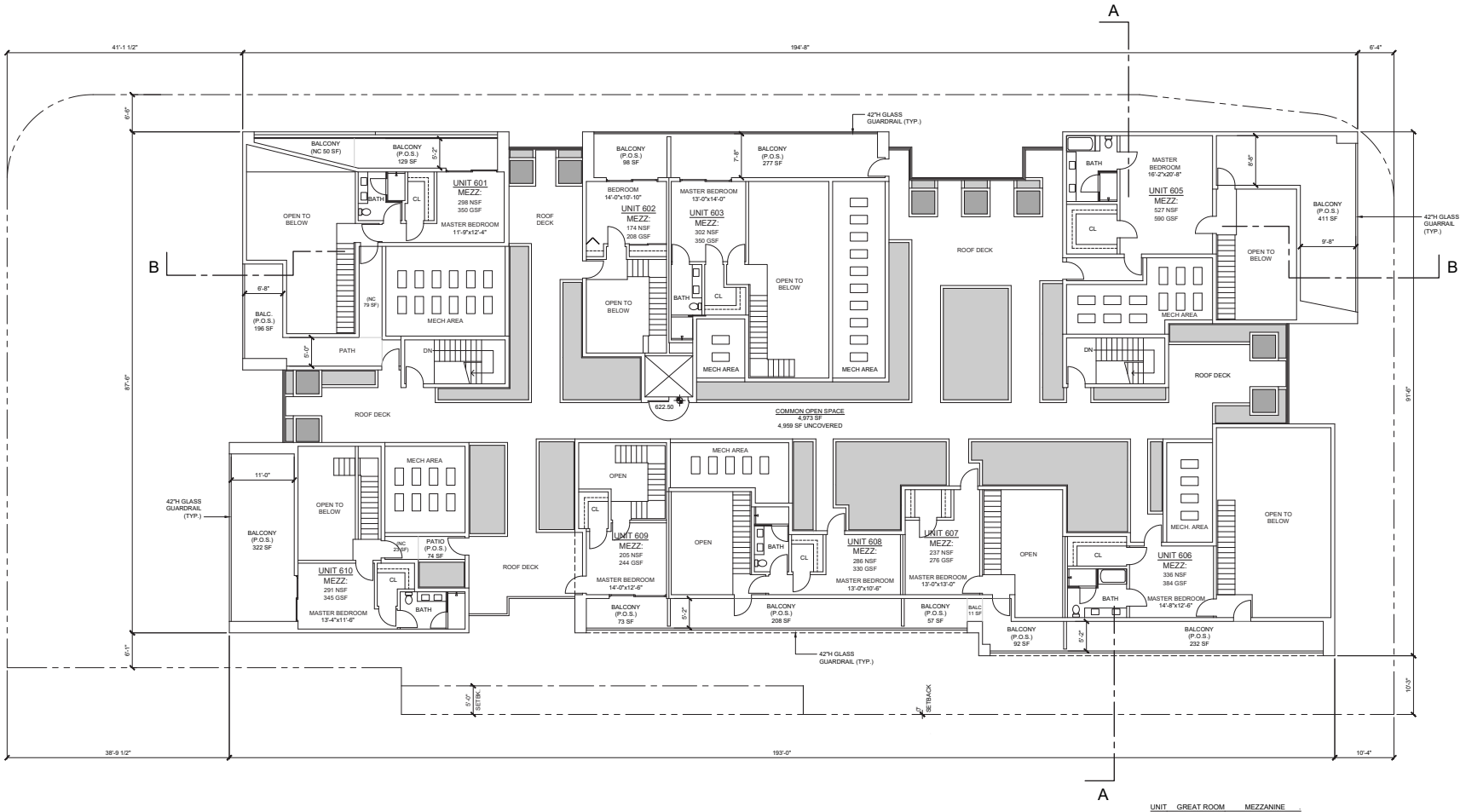
Floor Plan – Sixth Floor

Exhibit 2-4g



UNIT	GREAT ROOM	MEZZANINE	
		ALLOWED	PROPOSE
601	893 SF	298 SF	298 SF
602	523 SF	174 SF	174 SF
603	905 SF	302 SF	302 SF
605	1,582 SF	527 SF	527 SF
606	1,008 SF	336 SF	336 SF
607	711 SF	237 SF	237 SF
608	857 SF	286 SF	286 SF
609	614 SF	205 SF	205 SF
610	874 SF	291 SF	291 SF

Source: Struere Advanced Architecture, 2019

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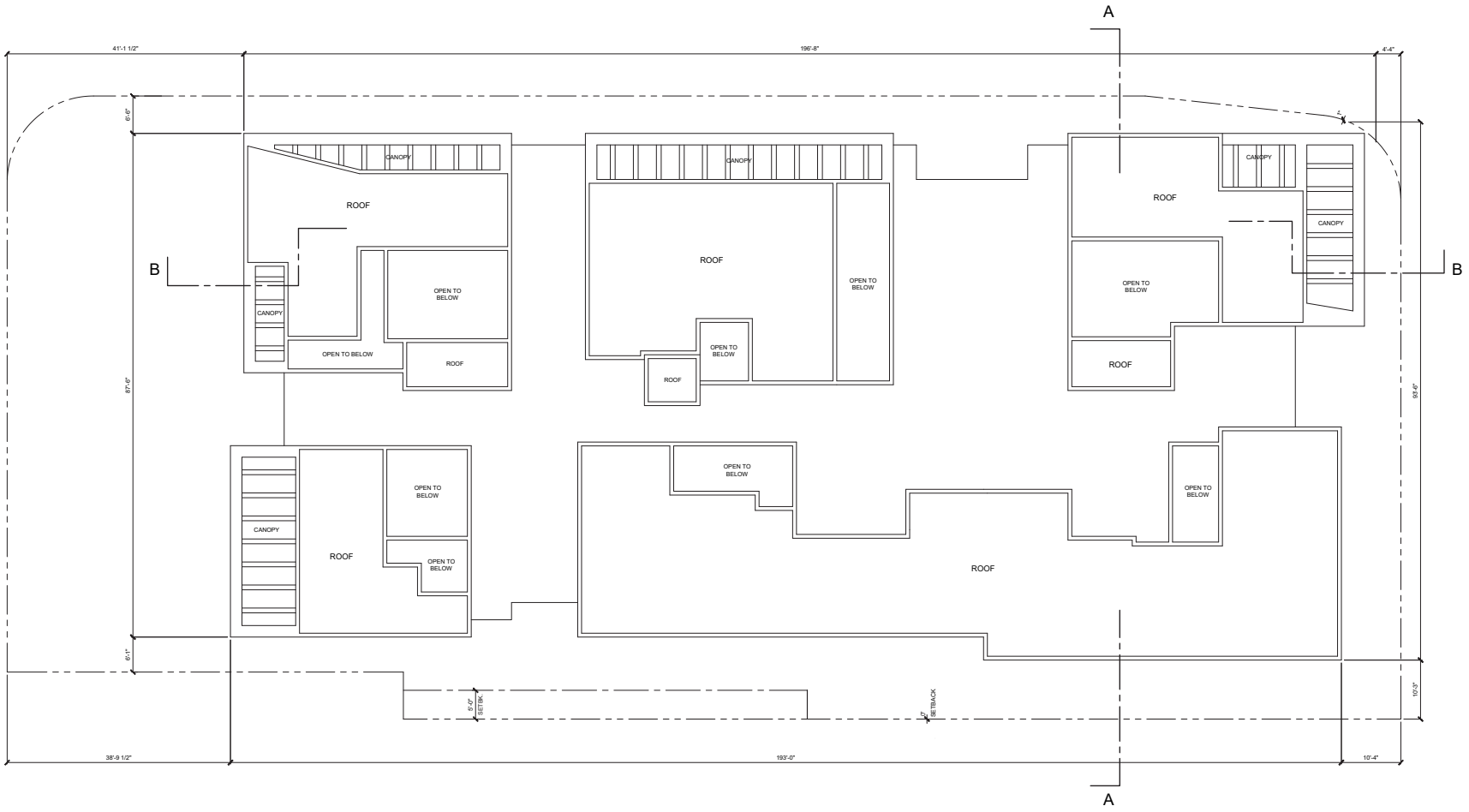
Floor Plan – Mezzanine Level and Roof

Exhibit 2-4h



Source: Struere Advanced Architecture, 2019

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Floor Plan – Upper Roof

Exhibit 2-4i

Exterior ground level windows would be floor to ceiling and entryways would include integrated signage and decorative screening to highlight the entrances to the commercial space and residential lobby. Decorative lighting fixtures and raised concrete planters would be installed throughout the mixed-use development. Overall, the building would have a maximum height of 82 feet.

Site Access and Parking

Based on Municipal Code Section 10-1-2107(D), *Minimum Parking Requirements For Commercial And Industrial Property*, the project is required to provide 3.3 parking spaces per 1,000 square feet of retail use and 10 parking spaces per 1,000 square feet of restaurant use. However, the project proposes a Conditional Use Permit (CUP) to reduce the parking requirement for the proposed retail/restaurant space to five parking spaces per 1,000 square feet. If the CUP is approved, the proposed 2,000-square foot retail/restaurant space would be required to provide 10 parking spaces. The residential component of the project requires one parking space for one-bedroom units, and two parking spaces for each unit with two bedrooms and above. In total, the project would be required to provide 90 parking spaces; refer to Table 2-1, *Proposed Parking*.

Table 2-1
Proposed Parking

Land Use	Buildout	Parking Requirement[1,2]	Required Parking	Proposed Parking
Ground Level Commercial				
Restaurant/Retail	2,000 square feet	5 spaces per 1,000 square feet	10	10
		Total – Commercial	10	10
Residential				
One-Bedroom Unit	18 Units	1 space	18	-
Two-Bedroom Unit	27 Units	2 spaces	54	
Three-Bedroom Unit	4 Units	2 spaces	8	
		Total – Residential	80	80
		TOTAL	**90 spaces**	**90 spaces**

Notes:
1. Pursuant to Municipal Code Section 10-1-2107(D)(2), *Conditional Use Permit-Restaurants*, by Conditional Use Permit, the City may approve a reduction in the minimum parking requirement for restaurants which can prove that the restaurant would primarily serve a walk-in trade due to the nature of the proposed restaurant and its proximity to large concentrations of employment.
2. Per Density Bonus Reduction pursuant to California Government Code 65915(p)(1).

As shown, the project would meet the parking requirement by providing 90 on-site parking spaces, consisting of a 29-space surface parking lot and 61-space subterranean parking garage. The surface parking lot would provide 10 commercial spaces (for patrons and employees of the restaurant/retail use) and 19 residential spaces while the subterranean parking garage would be reserved exclusively for residents and their guests.

Vehicular access to the gated surface parking area would be provided via an ingress/egress driveway along North Hollywood Way while access to the gated subterranean parking garage would be provided via an alley located in the southwest corner of the site along North Screenland Drive; refer to Exhibit 2-3. Three bicycle racks are also provided on-site for residents and visitors.

Pedestrian access to the proposed development would be provided along existing sidewalks along the site perimeter. Additionally, existing bus stops for Metro Bus Routes 155 and 222 are located along the project's northern and eastern frontage.

Amenities and Open Space

The project would provide several residential amenities, including a lobby, community room, gym, and pocket park on the ground level. The 1,964-square foot pocket park would include landscaped planters, trees, and seating. The Googie-architecture pylon carwash sign would also be relocated to the northwest corner of the site at the entrance to the pocket park; refer to Exhibit 2-4b, *Floor Plan – Ground Floor*.

Common open space is also proposed on the ground level, second floor, and rooftop. The open space areas would include a variety of amenities, including fire pits, seating areas, barbecues, benches, and roof decks, among others. Additionally, private patios and/or balconies are provided for each residential unit.

In total, the project would provide approximately 10,680 square feet of public open space and 10,938 square feet of private (residential) open space.

Landscaping

Ornamental landscaping would be installed throughout the project site, including the site perimeter, pocket park, and common open space areas; refer to Exhibit 2-5a, *Conceptual Landscape Plan – Ground Floor* through Exhibit 2-5c, *Conceptual Landscape Plan – Mezzanine/Roof*. Planting materials would include a mix of trees, shrubs, vines, groundcover, and succulents. Tree varieties may include Malga, white crape myrtle, desert museum Palo Verde, fruitless olive, yellow wood hedge, yellow oleander, Mexican weeping bamboo, and silver queen. Shrubs and perennial landscaping may include dwarf bottle brush, white spreading lantana, variegated myrtle, dwarf olive, kangaroo paws, cape rush, Mexican grass tree, and variegated flax lily, among others. Groundcover and succulents may include Berkeley sedge, meadow sedge, variegated foxtail agave, yucca, and other mixed succulents.

Raised planters are proposed along the site perimeter, within the pocket park, along the outdoor dining area of the restaurant/retail space, and along the subterranean parking garage entry on the ground level. Built-in seating and benches are also proposed within the pocket park; refer to Exhibit 2-5a. Additional raised planters with trees, shrubs, perennials, and succulents are proposed on the second floor and mezzanine/roof, adjacent to the common open space areas and associated amenities; refer to Exhibit 2-5b, *Conceptual Landscape Plan – Second Floor* and Exhibit 2-5c. Further, lighting is proposed along all on-site pedestrian walkways and would be shielded to prevent off-site illumination.

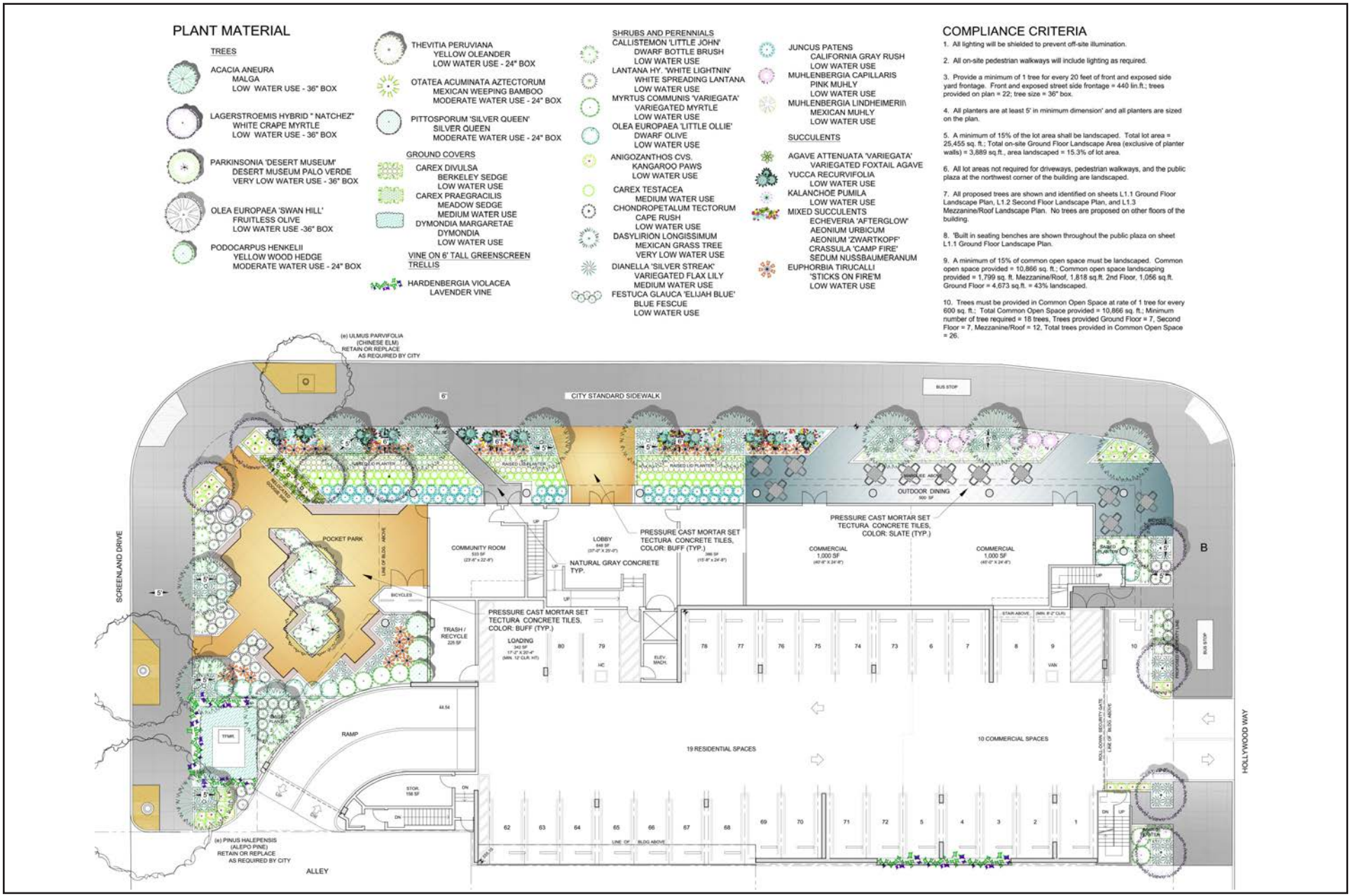
Utilities and Services

The following utilities and services would serve the project site:

- *Water*. Similar to the existing carwash facility, the proposed development would be served by Burbank Water and Power for water supply services. Private domestic, commercial, irrigation, and fire lines would be constructed on-site to connect to existing water facilities in North Screenland Drive.

- *Sewer*. The City of Burbank Public Works Department owns and operates the City's sanitary sewer collection system. The project site is located in an area where the City's sewer infrastructure connects downstream to the City of Los Angeles sewer system.[1] As such, sewage generated by the project would be treated per a contract between the City of Los Angeles and the City of Burbank, similar to existing conditions. The project's private sewer lateral(s) would connect to an existing City sewer main location in the adjacent roadways as determined by the *3700 Riverside Dr. – Sewer Capacity Analysis* (Sewer Capacity Analysis).

[1] Walker, Stephen, *3700 Riverside Dr. – Sewer Capacity Analysis*, May 7, 2020.



Source: Struere Advanced Architecture, 2019

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Conceptual Landscape Plan – Ground Floor

Exhibit 2-5a

PLANT MATERIAL

TREES

ACACIA ANEURA
MALGA
LOW WATER USE - 36" BOX

LAGERSTROEMIS HYBRID " NATCHEZ"
WHITE CRAPE MYRTLE
LOW WATER USE - 36" BOX

PARKINSONIA 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE
VERY LOW WATER USE - 36" BOX

OLEA EUROPAEA 'SWAN HILL'
FRUITLESS OLIVE
LOW WATER USE -36" BOX

PODOCARPUS HENKELII
YELLOW WOOD HEDGE
MODERATE WATER USE - 24" BOX

THEVITIA PERUVIANA
YELLOW OLEANDER
LOW WATER USE - 24" BOX

OTATEA ACUMINATA AZTECTORUM
MEXICAN WEEPING BAMBOO
MODERATE WATER USE - 24" BOX

PITTOSPORUM 'SILVER QUEEN'
SILVER QUEEN
MODERATE WATER USE - 24" BOX

GROUND COVERS

CAREX DIVULSA
BERKELEY SEDGE
LOW WATER USE

CAREX PRAEGRACILIS
MEADOW SEDGE
MEDIUM WATER USE

DYMONDIA MARGARETAE
DYMONDIA
LOW WATER USE

VINE ON 6' TALL GREENSCREEN TRELLIS

HARDENBERGIA VIOLACEA
LAVENDER VINE

SHRUBS AND PERENNIALS

CALLISTEMON 'LITTLE JOHN'
DWARF BOTTLE BRUSH
LOW WATER USE

LANTANA HY. 'WHITE LIGHTNIN'
WHITE SPREADING LANTANA
LOW WATER USE

MYRTUS COMMUNIS 'VARIEGATA'
VARIEGATED MYRTLE
LOW WATER USE

OLEA EUROPAEA 'LITTLE OLLIE'
DWARF OLIVE
LOW WATER USE

ANIGOZANTHOS CVS.
KANGAROO PAWS
LOW WATER USE

CAREX TESTACEA
MEDIUM WATER USE

CHONDROPETALUM TECTORUM
CAPE RUSH
LOW WATER USE

DASYLIRION LONGISSIMUM
MEXICAN GRASS TREE
VERY LOW WATER USE

DIANELLA 'SILVER STREAK'
VARIEGATED FLAX LILY
MEDIUM WATER USE

FESTUCA GLAUCA 'ELIJAH BLUE'
BLUE FESCUE
LOW WATER USE

JUNCUS PATENS
CALIFORNIA GRAY RUSH
LOW WATER USE

MUHLENBERGIA CAPILLARIS
PINK MUHLY
LOW WATER USE

MUHLENBERGIA LINDHEIMERII\
MEXICAN MUHLY
LOW WATER USE

SUCCULENTS

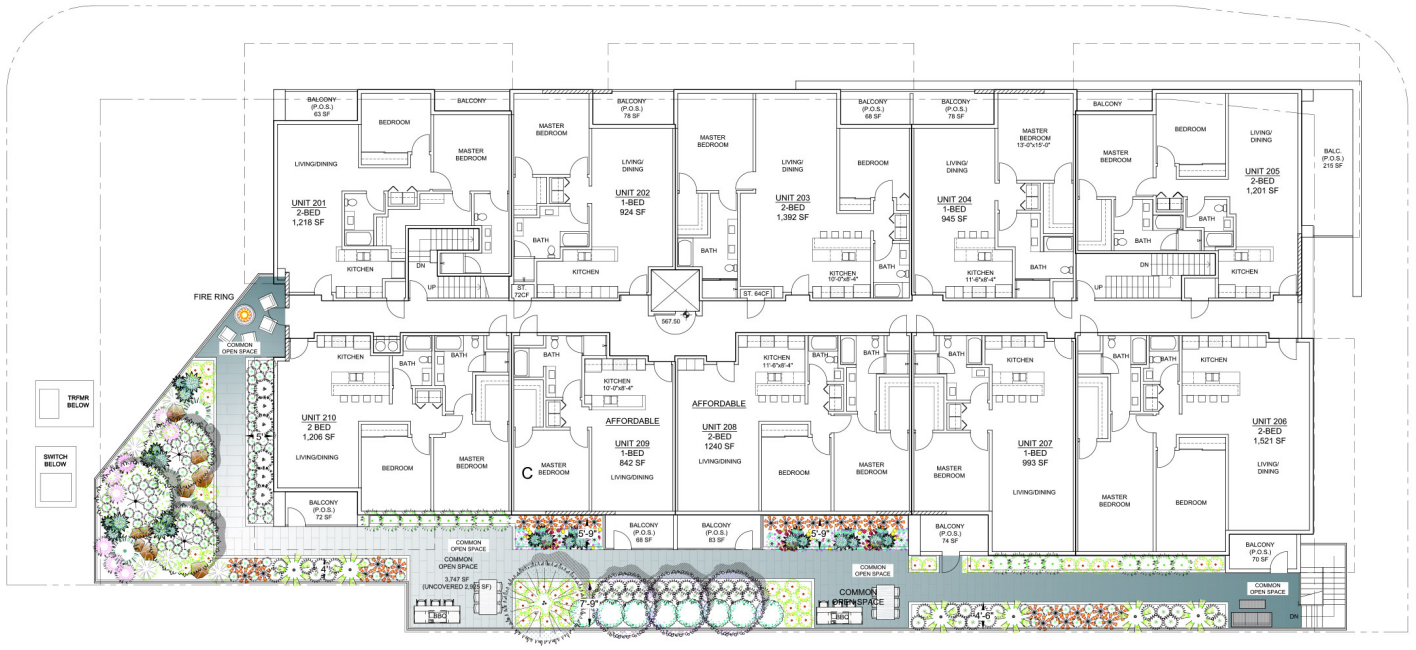
AGAVE ATTENUATA 'VARIEGATA'
VARIEGATED FOXTAIL AGAVE

YUCCA RECURVIFOLIA
LOW WATER USE

KALANCHOE PUMILA
LOW WATER USE

MIXED SUCCULENTS
ECHEVERIA 'AFTERGLOW'
AEONIUM URBICUM
AEONIUM 'ZWARTKOPF'
CRASSULA 'CAMP FIRE'
SEDUM NUSSBAUMERANUM

EUPHORBIA TIRUCALLI
'STICKS ON FIRE'M
LOW WATER USE



Source: Struere Advanced Architecture, 2019

NOT TO SCALE

Michael Baker INTERNATIONAL

03/2021 JN 179033

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
INITIAL STUDY

Conceptual Landscape Plan – Second Floor

Exhibit 2-5b

Source: Struere Advanced Architecture, 2019

NOT TO SCALE

Michael Baker INTERNATIONAL

03/2021 JN 179033

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
INITIAL STUDY

Conceptual Landscape Plan – Mezzanine/Roof

Exhibit 2-5c

- *Drainage*. Currently, surface runoff on-site drains via uncontrolled sheet flow, from west to east, and drains into existing gutters in North Screenland Drive, Riverside Drive, and North Hollywood Way. The street gutters flow southwesterly towards the nearest public storm drain in West Olive Avenue, south of the project site. The proposed project would install low impact development raised planter boxes and landscaping around the project perimeter to increase on-site infiltration. Runoff from the proposed roof and deck would be collected in a system of drain inlets and pipes and conveyed to the raised planter boxes around the project perimeter. Overflow from the planter boxes would flow into the street gutters, similar to existing conditions. Landscaping drains would also be directed to existing street gutters.

- *Dry Utilities*. Similar to existing conditions, the project site would be served by Burbank Water and Power for electricity services and the Southern California Gas Company for natural gas services.

Development Review

The project is consistent with the site's Burbank2035 land use designation and zoning and would require Development Review pursuant to Municipal Code Section 10-1-1908, *Purpose*, for the proposed mixed-use development.

Conditional Use Permit

As stated, the project proposes a CUP to allow the reduced parking requirement; refer also to Table 2-1. Additionally, the proposed mixed-use development comprised of "Residential Above Commercial Use" is identified as a conditional use permitted within the MDC-3 zone. Thus, the CUP is also requested to allow the proposed use pursuant to Municipal Code Section 10-1-504, *Uses in All Zones (Except Residential Zones)*.

Density Bonus Request

Municipal Code Section 10-1-635, *Calculation of Density Bonus and Number of Incentives and Concessions*, and California Government Code Section 65915, *Density Bonuses and Other Incentives*, provides incentives and waivers for developers of affordable and senior housing developments. The project is proposing a 35 percent density bonus beyond the allowed density (58 dwelling units per acre) by providing 11 percent of the total proposed units (four units) for very low income households. If approved, 13 additional units would be allowed, for a total of 49 condominium units. Additionally, the project is requesting waivers from development standards related to height, setbacks, and open space.

Tentative Condominium Map

Per Municipal Code Section 11-1-105, *Subdivisions Requiring Tentative and Final Maps*, the project requires a Tentative Condominium Map to subdivide the property into five or more condominiums.

2.5 PHASING/CONSTRUCTION

Project construction would occur as a single phase and would require approximately 9,050 cubic yards of soil export. Construction activities are anticipated to occur for approximately 13 months from May 2021 through May 2022.

2.6 AGREEMENTS, PERMITS, AND APPROVALS

The City of Burbank, as Lead Agency, has discretionary authority over the proposed project, which requires the following discretionary approvals:

- California Environmental Quality Act (CEQA) Clearance;
- Development Review;
- Conditional Use Permit;
- Density Bonus Request;
- Tentative Condominium Map; and
- Encroachment Permit.

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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. **Project Title:**
   3700 Riverside Drive Mixed-Use Project

2. **Lead Agency Name and Address:**
   City of Burbank
   150 North Third Street
   Burbank, California 91502

3. **Contact Person and Phone Number:**
   City of Burbank
   Daniel Villa, Senior Planner
   818.238.5250

4. **Project Location:**
   The proposed project is located at 3700 Riverside Drive in the City of Burbank.

5. **Project Sponsor's Name and Address:**
   3700 W. Riverside Investments, LLC
   Mike Balian, President and CEO
   127 North Madison Avenue, Suite 200
   Pasadena, California 91101

6. **General Plan Designation:**
   Media District Commercial

7. **Zoning:**
   Media District General Business (MDC-3) within the Media District Specific Plan

8. **Description of Project:**
   Refer to Section 2.4, *Project Characteristics*.

9. **Surrounding Land Uses and Setting:**
   Surrounding land uses include a mixture of commercial and office uses. Specifically, land uses surrounding the project site include:

   - *North*: Riverside Drive bounds the project site to the north. A Chevron gas station and State Route 134 are located further north. These areas are designated Media District Commercial and zoned MDC-3.

- *East*: North Hollywood Way bounds the project site to the east. Existing office buildings are located further east of North Hollywood Way and are designated and zoned Media District Commercial and Media District Limited Commercial (MDC-2), respectively.

- *South*: Existing commercial and office buildings are located south of the site. These areas are designated Media District Commercial and zoned MDC-2, MDC-3, and Media District R-4 (MDR-4).

- *West*: North Screenland Drive bounds the project site to the west with commercial and office uses west of North Screenland Drive. These areas are designated Media District Commercial and zoned MDC-2 and MDC-3.

10. Other public agencies whose approval is required:
No other public agencies whose approval is required are expected at this time.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
In compliance with Assembly Bill 52, the City distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on June 30, 2020. The tribes had 30 days to respond to the City's request for consultation. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This Initial Study analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Burbank in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the proposed project. To each question, there are four possible responses:

- *No Impact*. The project would not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The project would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The project would have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The project would have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures would be required so that impacts may be avoided or reduced to less than significant levels.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✓
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.[1] Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

Burbank2035 identifies potential public view corridors along streets oriented toward the Verdugo Mountains (to the northeast of the City) and the eastern Santa Monica Mountains (to the south); refer to Exhibit 4.1-1, *Existing Public Views*. In addition, downslope views from hillside development in the Verdugo Mountains towards the City and the Santa Monica Mountains beyond are also considered to be valued scenic resources. The project site is located approximately 3.8 miles southwest of the Verdugo Mountains and 0.5-mile north of the Santa Monica Mountains. Under existing conditions, motorists and pedestrians travelling east along Riverside Drive experience distant, partially obstructed views of the Verdugo Mountains to the northeast. In addition, motorists and pedestrians travelling south along North Screenland Drive and North Hollywood Way are afforded views of the Santa Monica Mountains.

Southern Views Along North Screenland Drive and North Hollywood Way. Under existing conditions, public views of the Santa Monica Mountains are afforded to motorists and pedestrians travelling south along North Screenland Drive and North Hollywood Way within the project vicinity. These views are framed on both sides of roadway right-of-way by existing multi-story development and are partially obstructed by existing structures associated with Warner Brothers Studios (to the south of the project site); refer to Exhibit 4.1-1. As the proposed project is located along roadway right of way, to the east or west of these corridor views, the proposed structure would not result in view blockage of the Santa Monica Mountains as experienced from North Screenland Drive and North Hollywood Way. For this reason,

[1] A viewshed is the geographical area which is visible from a particular location.

Northwestern view of Riverside Drive and the Chevron gas station located to the north of the project site.

Southern View along North Hollywood Way towards the Santa Monica Mountains.

Northeastern view along Riverside Drive towards the Verdugo Mountains.

Southeastern view of the project site and the existing multi-story office building located to the east of the project site.

Existing Public Views

the project would not result in significant impacts to scenic southern views of the Santa Monica Mountains experienced along North Screenland Drive and North Hollywood Way. Impacts in this regard would be less than significant.

Northeast Views Along Riverside Drive. Under existing conditions, public views of the Verdugo Mountains are partially afforded to motorists and pedestrians travelling east along Riverside Drive within the project vicinity. However, these views are distant and partially obstructed by existing trees, signage, and existing development; refer to Exhibit 4.1-1. Existing development includes three-story office uses and five-story multifamily residential buildings to the northeast. As the project is oriented to the south of Riverside Drive, and these scenic views are northeast, the proposed project would not result in view blockage of the Verdugo Mountains, as experienced from Riverside Drive. For this reason, the project would not result in significant impacts to scenic views of the Verdugo Mountains as experienced from Riverside Drive.

In conclusion, while the proposed seven-story building would be substantially taller than the existing one-story carwash facility on-site, the scale of the proposed development would complement the height and scale of adjacent office buildings in the Media District area. The Business Arts Plaza building directly to the east across North Hollywood Way is eight stories tall; the Toluca Lake Center building directly to the west across Screenland Drive is six stories tall; and the Warner Brothers Studios Building 151 to the south is four stories tall. As the proposed 82 foot-building would be compatible with the massing and scale of surrounding development, project implementation is not anticipated to significantly impact southern scenic views toward the Santa Monica Mountains or northeastern scenic views toward the Verdugo Mountains. Similarly, the project would involve less than significant impacts to downslope views from hillside development in the Verdugo Mountains towards the City and the Santa Monica Mountains beyond, given the distance (3.3. miles away) and building heights of the surrounding vicinity (up to eight stories in height). Impacts to scenic vistas would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. According to the California Department of Transportation, there are no officially-designated State scenic highways within the project vicinity.[2] Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact. The project site is surrounded by urbanized uses; refer to Exhibit 2-2, *Site Vicinity*. Thus, for the purposes of this threshold, the project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated below.

Mission District Specific Plan Consistency Analysis

The project is located within the *Media District Specific Plan* (Specific Plan) area and is zoned Media District General Business (MDC-3) within the Riverside Drive Corridor of the Specific Plan. The Riverside Drive Corridor is developed with a mixture of smaller office buildings, restaurants, and assorted service/retail uses. These uses serve the

[2] California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, July 2019.

businesses and employees of the Media District while also supplying many of the retail/service needs of adjacent residential neighborhoods. The project's consistency with the Specific Plan's objectives to strengthen the existing small-scale, village-like characteristics of the Riverside Drive Corridor is evaluated in Section 4.11, *Land Use and Planning*. The following Specific Plan objectives are related to scenic quality:

- *Encourage one and two-story buildings. Prohibit buildings over three stories in height west of Pass Avenue.*
- *Require landscaping which softens the appearance of the sidewalk/building interface and provides interest for pedestrians.*

Based on the analysis provided in Table 4.1-1, *Municipal Code Consistency Analysis Governing Scenic Quality*, and in Table 4.11-2, *Media District Specific Plan Riverside Drive Corridor Consistency Analysis*, the project would be consistent with the Specific Plan objectives for the Riverside Drive Corridor. The proposed seven-story building would complement the height and scale of adjacent office buildings in the Media District area, which range from four to eight stories tall. Further, the project site is not located west of Pass Avenue. As shown on Exhibit 2-5a, *Conceptual Landscape Plan – Ground Floor*, the proposed ground level landscaping along the northern, eastern, and western project boundaries that front Riverside Drive, Hollywood Way, and Screenland Drive would soften the appearance of the mixed-use building and provide an attractive and active building frontage. Thus, the proposed project would be consistent with Specific Plan objectives related to scenic quality.

Municipal Code Consistency Analysis

Municipal Code Title 10, *Zoning Regulations*, includes site development standards that aid in governing scenic quality. It is noted that the site development standards in Municipal Code Title 10 are consistent with the land use regulations and development standards included in the Specific Plan. Table 4.1-1 provides a consistency analysis of the proposed project and relevant development standards related to scenic quality. Refer to Section 4.11, for a discussion concerning the project's consistency with other applicable zoning requirements.

Table 4.1-1
Municipal Code Consistency Analysis Governing Scenic Quality

<table>
<tr><th>Relevant Municipal Code Section</th><th>Consistency Analysis</th></tr>
<tr><td>Section 10-1-2107: Property Development Standards:
B. STRUCTURE HEIGHT.
1. Maximum Allowable Height. Subject to all other requirements of this section, the maximum allowable height for all commercial and industrial structures shall be determined as follows:
<table>
<tr><th>Distance from R-1, R-1-H or R-2 Lot Line</th><th>Maximum Allowable Height</th></tr>
<tr><td>0-25 feet</td><td>1 foot height per 1 foot distance from R-1, R-1-H or R-2 lot line for any part of structure.</td></tr>
<tr><td>25-50 feet</td><td>25 feet</td></tr>
<tr><td>50-150 feet</td><td>35 feet</td></tr>
<tr><td>150-300 feet</td><td>50 feet</td></tr>
<tr><td>300-500 feet</td><td>70 feet</td></tr>
<tr><td>Greater than 500 feet</td><td>15 stories, provided that the highest portion of the structure shall not exceed 205 feet above the average grade of the lot.</td></tr>
</table>
</td><td>Consistent. Surrounding land uses include a mixture of commercial and office uses. As the project site is not located within 500 feet of properties zoned R-1, R-1-H, or R-2, the project site would have a maximum allowable building height of 15 stories, provided that the highest portion of the structure shall not exceed 205 feet above the average grade of the lot. The proposed seven-story building would have a maximum building height of 82 feet and thus, would comply with the maximum allowable height limitations stipulated under Municipal Code Section 10-1-2017(B). The project would be consistent with Municipal Code Section 10-1-2017(B).</td></tr>
</table>

Table 4.1-1 [cont'd]
Municipal Code Consistency Analysis Governing Scenic Quality

Relevant Municipal Code Section	Consistency Analysis
Section 10-1-2107: Property Development Standards: E. SITE LANDSCAPING FOR NON-RESIDENTIAL USES. 1. Trees. i. Trees shall be planted in areas of public view adjacent to and alongside and rear building lines. The standard shall be one (1) tree for every 20 linear feet of front and exposed side yard. The applicant shall submit a landscaping plan prepared by a licensed landscape architect for review and approval of the Park, Recreation and Community Services Director. ii. All required trees shall be a minimum 24-inch box size, unless otherwise approved by the Director of Park, Recreation and Community Services. Five (5) gallon trees may be substituted for 15 gallon trees at a 2:1 ratio at the discretion of the Director of Park, Recreation and Community Services. 2. Maintenance and Irrigation Equipment. i. All landscape areas shall be maintained in a healthy and growing condition and shall require regular pruning, fertilizing, mowing and trimming. ii. All landscape areas shall be kept free of weeds and debris. iii. All irrigation systems shall be kept operable, including adjustments, replacements, repairs and cleaning as part of regular maintenance. iv. Damaged planting and irrigation equipment will be repaired or replaced within 30 days. 3. Screening. Combinations of berming, landscaping, walls and buildings shall be used to screen loading areas, storage areas, trash enclosures and utilities from public view. When used as a screen, the landscaping shall be of adequate maturity to reach the height and density sufficient to provide the necessary screening within 18 months of installation to the satisfaction of the Director of Public Works. 4. All Areas. Except as otherwise permitted herein, all setback and non-paved areas shall be landscaped. 5. Drought Resistant Plants. Drought-tolerant and low-water requiring plant materials are encouraged for purposes of water conservation.	Consistent. Refer to numbered corresponding analysis below. 1. The project proposes one tree per 20 linear feet along North Hollywood Way and North Screenland Drive; refer to Exhibit 2-5a. The proposed tree boxes would be 24- to 36-inches and would comply with Municipal Code Section 10-1-2107 (E)(1) in this regard. 2. The proposed project would be subject to compliance with the City's maintenance and irrigation system equipment requirements stipulated under Municipal Code Section 10-1-2107(E)(2). The project's loading areas, trash enclosures, and utilities would not be visible from public view. As depicted on Exhibit 2-3, the proposed loading area would be located on the interior of the project site within the ground floor parking area. Trash enclosures would also be located within the interior of the project site and thus would be adequately screened from public views. 3. As illustrated on Exhibit 2-4h, *Floor Plan - Mezzanine Level and Roof*, mechanical equipment would be located on the interior of the mezzanine level and roof and would be screened by the project's upper roof depicted on Exhibit 2-4i, *Floor Plan – Upper Roof*. The project would comply with Municipal Code Section 10-1-2017(E)(3) in this regard. 4. As depicted on Exhibit 2-5a through 2-5c, all setback and non-paved areas would be landscaped with low water and very low water use plants in conformance with Municipal Code Section 10-1-2107(E)(4) and (5). 5. Refer to response to Municipal Code Section 10-1-2107(E)(4) above.

Table 4.1-1 [cont'd]
Municipal Code Consistency Analysis Governing Scenic Quality

Relevant Municipal Code Section	Consistency Analysis
6. Construction. If construction of a phase will not begin within one (1) year following completion of the previous phase, areas proposed for development in the future shall be temporarily turfed, seeded, and irrigated with an automatic sprinkler system for dust and soil erosion control. If construction begins within one (1) year, the area shall be irrigated as necessary to prevent dust. 7. Stake Trees. All trees shall be staked with a double steel pipe and seared with rubber or plastic strip or other commercial tie material. Wire shall not be used to tie the tree to the stakes. 8. Mounds. Graded mounds shall not exceed a 3:1 slope. Mounds over 30 inches high shall not be placed within ten (10) feet of any street and/or alley intersection. 9. Planters. All landscaping planters shall have a minimum dimension of five (5) feet. 10. Irrigation Systems. All landscaped areas shall be provided with an irrigation system approved by the Park, Recreation and Community Services Director consisting of waterlines and sprinklers designed to provide head to head coverage and to minimize overspray onto structures, walks and windows. 11. Exemptions. At the discretion of the Community Development Director, a barrier-free, four (4)-foot wide paved walk may be provided through the required planter at street and driveway intersections to provide unencumbered access for the handicapped from the sidewalk to the parking lot. Such walks shall be located so as to facilitate the most direct movement of persons using sidewalk curb ramps, if such are provided. Bus shelters may be located within this planter, if approved by the Community Development Director and the Park, Recreation and Community Services Director.	6. Construction activities are anticipated to occur over a period of 13 months. As noted in Section 5.2, *Air Quality*, the project would implement required South Coast Air Quality Management District (SCAQMD) dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce construction-related dust. The project would comply with Municipal Code Section 10-1-2107(E)(6) in this regard. 7. The proposed project would be subject to compliance with the City's tree staking requirements stipulated under Municipal Code Section 10-1-2107(E)(7). 8. The project does not propose graded mounds which would exceed a 3:1 slope or mounds over 30 inches high. All landscaping planters would have a minimum dimension of five feet. The project would comply with Municipal Code Section 10-1-2107(E)(8) and (9) in this regard. 9. Refer to response to Municipal Code Section 10-1-2107(E)(8) above. 10. The proposed project would be subject to compliance with the City's maintenance and irrigation system equipment requirements stipulated under Municipal Code Section 10-1-2107(E)(10) and (11). 11. Refer to response to Municipal Code Section 10-1-2107(E)(10) above.

Table 4.1-1 [cont'd]
Municipal Code Consistency Analysis Governing Scenic Quality

Relevant Municipal Code Section	Consistency Analysis
Section 10-1-2107: Property Development Standards: H. LIGHTING. 1. Design i. All project lighting should be designed to eliminate glare onto adjacent properties. ii. The design of light standards shall be compatible with the building architecture and adjacent light standards in the public right-of-way and adjacent projects. 2. Security. i. Carports, garages, parking areas and driveways shall contain security lighting. ii. Primary pedestrian walkways shall be lighted for pedestrian safety. 3. Low-Level. Low-level architectural lighting of the buildings and landscaped areas is encouraged. Conservation. Energy conservation shall be an important consideration in nighttime lighting plans. Plans for the design and operation of lighting and illumination shall be developed consistent with the latest technical and operational energy conservation concepts.	Consistent. Refer to Response 4.1(d). Project implementation would increase lighting at the project site compared to existing conditions. However, these lighting conditions would appear similar in character to those emitted from existing uses surrounding the project site and would be subject to conformance with the low-level lighting and energy conservation requirements enumerated in Municipal Code Section 10-1-2107(H). The City would verify the project's lighting compatibility with surrounding uses as part of the project's development review process. As such, the project would be consistent with Municipal Code Section 10-1-2107(H) in this regard.
Section 10-1-2107: Property Development Standards: I. WALLS AND FENCES. 1. Design. Walls and fences shall be designed to complement the building's architecture and that of adjacent fences and walls through the use of similar materials and construction details. Walls or fences that are of opaque construction at the front of the property should be low enough so as not to impair traffic safety by obscuring or blocking views of oncoming traffic (maximum height of 30 inches within five (5) feet of an entrance). 2. Surface. Where long lengths of fence or wall surfaces are required, periodic articulation or change of material shall be used to prevent monotony. Undifferentiated wall lengths shall be no longer than 100 feet. 3. Height. Except as otherwise provided, the height of walls, fences and hedges of property located at or within ten (10) feet of the property line adjacent to an intersection, shall not exceed the following: 4. This section deleted by Ord. No. 3548, eff. 09/02/00.	Consistent. The project does not propose walls. The project would install two- to four-foot high patterned concrete planters along Riverside Drive and North Hollywood Way. The project would be consistent with Municipal Code Section 10-1-2107(I) in this regard.

Source: City of Burbank, *Burbank Municipal Code*, current through Ordinance 20-3,938, passed June 9, 2020.

Burbank2035 Consistency Analysis

The following Burbank2035 policies are specifically related to scenic quality:

- *Land Use Element Policy 3.5*: Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.
- *Land Use Element Policy 8.10*: Consider and address the preservation of scenic views in the hillside area.
- *Open Space and Conservation Element Policy 7.1*: Identify visually prominent ridgelines and establish regulations to promote their preservation.

Based on the analysis provided in Table 4.1-1 and in Section 4.11, the proposed project would uphold Land Use Element Policy 3.5 by ensuring the project's architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces. As noted in Response 4.1(a), project implementation is not anticipated to significantly impact downslope views from hillside development in the Verdugo Mountains towards the City and the Santa Monica Mountains beyond. Thus, the proposed project would be consistent with Land Use Element Policy 8.10 and Open Space and Conservation Element Policy 7.1.

Further, the project's design, including its architectural features, building materials, and landscaping would be reviewed and approved by the City during the development review process. This process would verify that the project's design is compatible with development in the surrounding vicinity and that it is consistent with applicable zoning regulations.

According to Burbank2035, the architecture of historic structures, such as Burbank City Hall and the Portal of the Folded Wings Shrine to Aviation in Valhalla Memorial Park, are scenic resources that represent aspects of the City's history. Burbank's residential, commercial, and industrial neighborhoods contain numerous examples of historic architectural styles, including Craftsman, Colonial, Mediterranean, Prairie, Googie, Art Deco, and Mission Revival. Historic commercial signs throughout the City also contribute as scenic resources, such as the Bob's Big Boy and Safari Inn signs.

As discussed in Section 4.5, *Cultural Resources*, the project proposes to demolish the Lakeside Car Wash building and construct a mixed-used development. As such, project implementation would materially impair the Lakeside Car Wash building and could cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the CEQA Guidelines. As such, potentially significant impacts could result with regard to consistency with the Burbank2035 policies pertaining to protecting historical resources for the purpose of scenic quality. The Environmental Impact Report (EIR) will evaluate the project's potential to conflict with these policies that govern scenic quality.

Mitigation Measures: Potential mitigation measures will be considered as part of the EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly

reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

Construction

Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities, these sources of glare would not be substantial, compared to the existing building materials present in the surrounding area. The project would comply with Municipal Code Section 9-1-1-105.8, *Construction Hours*, for allowable construction hours, which are limited to between 7:00 a.m. to 7:00 p.m. on Mondays through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction is allowed on Sundays or City holidays. Thus, as no construction activities would be permitted after 7:00 p.m. on weekdays, after 5:00 p.m. on Saturdays, or on Sundays or City holidays, short-term construction-related impacts pertaining to nighttime lighting are not anticipated.

Operations

The proposed project would increase lighting at the project site compared to existing conditions. However, proposed lighting would be similar to the existing surrounding community. Further, the project would be required to comply with the exterior lighting requirements included in Municipal Code Section 10-1-2107(H), which encourage low-level architectural lighting of building and landscaped areas.

The project's exterior building materials are anticipated to include concrete, insulated glazing, translucent glass, wood cladding, aluminum mullions, metal panels, corrugated metal cladding, and stucco cement plaster, among others. If not properly treated, these materials could result in increased daytime glare. However, the project would be subject to special site plan and design review as required by the City's development review process. This regulatory procedure would review the project's building materials to ensure neighboring uses are not exposed to substantial daytime glare. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.2 AGRICULTURE AND FORESTRY RESOURCES

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] No farmland exists within the site vicinity. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[1] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed July 22, 2020.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site and surrounding area are developed with urbanized uses, and no agricultural land exists within the site vicinity. The project site is zoned Media District General Business (MDC-3) within the *Media District Specific Plan*. According to the Municipal Code, the MDC-3 zone is intended for general business establishments and other commercial uses which meet the goals and intent of the Media District Overlay Zone. No agriculture zoning is present within the project site and no portion of the project site is enrolled in a Williamson Act contract.[2] Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is zoned MDC-3 and is not occupied or used for forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned timberland production. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Responses 4.2(a) through 4.2(d). No impacts in this regard would occur.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Conservation, Division of Land Resources Protection, *State of California Williamson Act Contract Land*, 2017.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2016 Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve Federal and State air quality standards. According to the SCAQMD *CEQA Air Quality Handbook*, in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.[1]

[1] Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations; refer to Responses 4.3(b) and 4.3(c). As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designations and SCAG's *2016-2040 Regional Transportation Plan/Sustainability Communities Strategy* (2016-2040 RTP/SCS) demographics forecasts. The population, housing, and employment forecasts within the 2016-2040 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Burbank (City). The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

Based on the *Burbank2035 General Plan* (Burbank2035), the project site is designated Media District Commercial, which limits new development to the maximum of 1.1 floor area ratio (FAR) and 58 units per acre. Based on the Zoning Map, the site is zoned Media District General Business (MDC-3) within the *Media District Specific Plan*. The project is consistent with the site's Burbank2035 land use designation and zoning. As proposed, the 49 condominium units and 2,000 square feet of restaurant/retail use on the 0.61-acre site would result in a density of 0.08 FAR and 80 units per acre, which exceeds the allowed density under the site's existing Media District Commercial land use designation. However, the project is proposing a 35 percent density bonus beyond the allowed density (58 dwelling units per acre) by providing 11 percent of the total proposed units (four units) for very low-income households. If approved, 13 additional units would be allowed, for a total of 49 condominium units.

As discussed in Section 4.14, *Population and Housing*, based on the City's average household size of 2.46, the 49 proposed condominium units would introduce up to 120 additional residents within the City. For this reason, the project is considered growth-inducing since it would generate population growth through its provision of a residential development. However, the project's potential growth-inducing impacts would be

considered less than significant since the 120 additional residents represent only a 0.11 percent increase from the City's current population of 105,861 persons. Additionally, SCAG growth forecasts estimate the City's population to reach 145,000 persons by 2040, representing a total increase of 41,700 persons between 2012 and 2040. The project's residential population (120 persons) represents 0.3 percent of the City's anticipated growth by 2040, and only 0.08 percent of the City's total projected 2040 population. Upon approval of the density bonus, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2016 AQMP. A less than significant impact would occur in this regard.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed project meets this 2016 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. As discussed in Section 4.8, Greenhouse Gas Emissions, the project is an infill development and is located less than 0.10-mile from local bus lines. Further, the project area is located within a transit priority area (TPA) and is on a high-quality transit corridor (HQTC). In order to promote an alternative transportation option, the project would provide three bicycle racks (two spaces per rack) near the proposed pocket park. Therefore, the project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS. In addition, as discussed above, the project would be consistent with the Burbank2035 land use designation upon approval of the density bonus. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the proposed project's long-term influence on air quality in the Basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP.

Mitigation Measures: No mitigation measures are required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Short-Term Construction Emissions

The project involves construction activities associated with demolition, grading, paving, construction, and architectural coating applications. The project would be constructed over approximately 13 months and require approximately 9,050 cubic yards of soil export. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/HRA/GHG/Energy Analysis*, for the CalEEMod outputs and results. Table 4.3-1, *Project-Generated Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 4.3-1
Project-Generated Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1 Construction Emissions[2]	2.03	32.98	18.68	0.09	2.62	1.24
Year 2 Construction Emissions[2]	16.60	10.91	13.02	0.03	1.26	0.68
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2016.3.2. Winter emissions represent worst-case.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

Source: Refer to Appendix A for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating,* all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[2] ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

[2] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed August 4, 2020.

Total Daily Construction Emissions

As indicated in Table 4.3-1, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impacts would occur in this regard.

Long-Term Operational Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Due to the limited information on operation details of the existing on-site carwash facility, only the mobile source emissions generated by the existing carwash facility have been analyzed. This methodology represents a conservative analysis as operational emissions from the existing carwash facility (i.e. area and energy sources) have not been accounted for. Emissions associated with each source are detailed in Table 4.3-2, *Project-Generated Operational Emissions*, and discussed below.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment associated with the development of the proposed project. As shown in Table 4.3-2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions would not exceed established SCAQMD thresholds; refer to Table 4.3-2. Impacts in this regard would be less than significant.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	14.07	1.06	28.98	0.06	3.77	3.77
Energy[2]	0.02	0.18	0.10	<0.01	0.01	0.01
Mobile	0.97	1.65	8.33	0.02	2.08	0.57
Total Summer Emissions[3]	***14.96***	***2.89***	***37.41***	***0.09***	***5.86***	***4.35***
Existing Mobile Source Summer Emissions	**0.47**	**2.00**	**4.21**	**0.01**	**1.04**	**0.29**
Net Increase Emissions[3]	***14.49***	***0.89***	***33.21***	***0.08***	***4.82***	***4.06***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	14.07	1.06	28.98	0.06	3.77	3.77
Energy[2]	0.02	0.18	0.10	<0.01	0.01	0.01
Mobile	0.89	1.75	8.04	0.02	2.08	0.57
Total Winter Emissions[3]	***14.98***	***2.99***	***37.12***	***0.09***	***5.86***	***4.35***
Existing Mobile Source Winter Emissions	**0.45**	**2.01**	**4.19**	**0.01**	**1.04**	**0.29**
Net Increase Emissions[3]	***14.53***	***0.98***	***32.93***	***0.08***	***4.82***	***4.06***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2016.3.2 and the California Air Resources Board EMission FACtor model 2017 (EMFAC2017).
2. Exceeding Title 24 by 33 percent was applied in CalEEMod to account for the latest 2019 Title 24 Standards. CalEEMod default energy efficiency are based on 2016 Title 24 Standards, and 2019 Title 24 Standards are 30 percent more efficient for nonresidential buildings. In addition, the project would be 10 percent more efficient than 2019 Title 24. Therefore, the project would be overall 33 percent more efficient than 2016 Title 24.
3. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod as well as the CARB's EMission FACtor Model 2017 (EMFAC2017). According to the *Transportation Analysis – 3700 Riverside Drive Project Memorandum* (Transportation Analysis Memo) prepared by Fehr & Peers (dated July 31, 2020), the proposed project would generate a net decrease of 7 average daily trips compared to the existing conditions. Although the project would generate fewer daily trips than existing conditions, the vehicle miles traveled (VMT) associated with the proposed project would be higher than existing conditions due to the change in land use and associated trip lengths. As shown in Table 4.3-2, the net increase of mobile source emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

As shown in Table 4.3-2, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest sensitive receptor near the project site is the Bright Horizons Daycare Center adjoining the project site to the south. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operational impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is located within Source Receptor Area (SRA) 7, East San Fernando Valley.

Construction LST

The SCAQMD's guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the project is anticipated to disturb less than one acre per day during the grading phase. Therefore, the LST thresholds for one acre was utilized for the construction LST analysis. The closest sensitive receptor to the project site is a daycare center adjoining the project site to the south. This sensitive land use may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, the LST values for 25 meters were used.

Table 4.3-3, *Localized Emissions Significance*, shows the localized unmitigated and mitigated construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 7. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-3, the project's localized construction emissions would not exceed the LSTs for SRA 7. Therefore, localized significance impacts from project-related construction activities would be less than significant.

Table 4.3-3
Localized Emissions Significance

Source[3]	Pollutant (pounds/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Year 1[1]	12.43	12.91	0.90	0.73
Year 2[2]	8.31	8.84	0.42	0.39
Maximum Daily Emissions	**12.43**	**12.91**	**0.90**	**0.73**
Localized Significance Threshold[4]	80	498	4	3
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The grading phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 1.
2. The building construction phase emissions are presented as the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$ in Year 2.
3. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

Table 4.3-3 [cont'd]
Localized Emissions Significance

Notes: (continued) 4. The Localized Significance Threshold was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 0.4-acre; therefore, the one-acre threshold was used) for Source Receptor Area 7, East San Fernando Valley.
Source: Refer to Appendix A for assumptions used in this analysis.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[3] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is the Los Angeles-North Main Street station, which is located approximately 8.9 miles southeast of the site. The maximum CO concentration at Los Angeles-North Main Street station was measured at 2.043 ppm in 2019.[4] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Health Risk Assessment

A Health Risk Assessment (HRA) was conducted to evaluate potential health risks associated with Toxic Air Contaminants (TACs) including Diesel Particulate Matter (DPM) from the State Route 134 (SR-134) located approximately 220 feet north of the project site. As the project proposes sensitive receptors (residents and workers) within 500 feet of a major freeway, an analysis of TACs is required per the Burbank2035 and SCAQMD guidance. Long-term exposure to TACs of potential concern within the project area includes DPM, a form of PM_{10} emitted mostly from diesel trucks traveling along SR-134 north of the project site. This analysis was prepared in accordance with the requirements of the SCAQMD and guidance from the Office of Environmental Health Hazard Assessment (OEHHA) to

[3] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed August 4, 2020.

[4] California Air Resources Board, *Air Quality and Meteorological Information*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed August 4, 2020.

determine if significant health risks are likely to occur from the location of the project. Assumptions and calculations used in determining the health risk is included in Appendix A, *Air Quality/HRA/GHG/Energy Analysis*.

The air dispersion modeling for the HRA was performed using the EPA AERMOD dispersion model version 19191. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data provided by the SCAQMD for the Burbank Airport (KBUR) Monitoring Station was selected as being the most representative meteorology based on proximity.[5]

The emission sources in the model are two-line volume source (comprised of 312 smaller volume sources) along the SR-134 segment to the north of the proposed project site. An emission rate for DPM was calculated using the 2018 California Department of Transportation (Caltrans) truck Annual Average Daily Traffic (AADT) census data[6] and EMFAC2017 model runs for Los Angeles County during the year 2022 (first year of project operation. Vehicle emissions were assigned a release height of 4.6 meters (15 feet) in compliance with SCAQMD guidance. A release height of 4.6 meters is representative of the average stack height for a heavy-duty truck.

AERMOD was run to obtain the peak 1-hour and period (annual) average concentration in micrograms per cubic meter ($\mu g/m^3$) of PM_{10} at the project site. According to the SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)*[7], air dispersion modeling is required to estimate (a) annual average concentrations to calculate the Maximum Individual Cancer Risk (MICR), the maximum chronic hazard index (HI), the zones of impact, and excess cancer burden and (b) peak hourly concentrations to calculate the health impact from substances with acute non-cancer health effects. To achieve these goals, a discrete receptor grid was placed in the project area to cover the zone of impact. According to the SCAQMD, in order "to identify the maximum impacted receptors (i.e., peak cancer risk and peak hazard indices) a grid spacing of 100 meters or less must be used" (see page 16 of SCAQMD's Supplemental Guidelines). The project site is considered the sensitive receptor in this scenario; thus, receptors were modeled with a 5-meter (16.4 feet) by 5-meter (16.4 feet) grid spacing in the project area and along the project site boundary.

The Hotspots Analysis and Reporting Program Version 2 (HARP2) Air Dispersion and Risk Tool (ADMRT) was employed to calculate the health risks related to the location of the project site. HARP2 was created for the purpose of assisting and supporting the local California Air Pollution Control and Air Quality Management Districts with implementing the requirements of AB 2588. Although designed to meet the programmatic requirements of AB 2588, HARP2 modules have also been used for preparing risk assessments for other air related programs (e.g., air toxic control measure development, facility permitting applications, ambient monitoring evaluations, and CEQA review).

A health risk computation was performed to determine the potential risk using the maximum annual average and the risk of developing an excess cancer was calculated on a 30-year exposure scenario for the future on-site residences and 25-year exposure scenario for the future on-site workers. The chronic and carcinogenic health risk calculations are based on the OEHHA Guidance Manual.[8]

[5] South Coast Air Quality Management District, *Data for AERMOD*, http://www.aqmd.gov/home/air-quality/meteorological-data/data-for-aermod, accessed July 23, 2020.

[6] California Department of Transportation, *Traffic Census Program – Truck Traffic*, https://dot.ca.gov/programs/traffic-operations/census, accessed July 23, 2020.

[7] South Coast Air Quality Management District, *AB 2588 and Rule 1402 Supplemental Guidelines*, http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, accessed July 23, 2020.

[8] Office of Environmental Health Hazard Assessment, *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, February 2015.

Carcinogenic Risk

Based on the AERMOD outputs, the highest expected hourly average diesel PM_{10} emission concentrations at the project site resulting from diesel truck traffic along SR-134 would be approximately 0.101 µg/m^3. The highest expected annual average diesel PM_{10} emission concentrations at the project site would be approximately 0.019 µg/m^3. The calculations conservatively assume cleaner technology with lower emissions are not implemented in future years. Cancer risk calculations are based on the 30-year residential exposure scenario and 25-year worker exposure scenario.

As shown in Table 4.3-4, *Health Risk at Project Site*, the highest calculated carcinogenic risk at the project site would be 17.0 per million for 30-year residence exposure and 1.19 per million for 25-year worker exposure. The project would comply with 2019 Title 24, which requires installation of Minimum Efficiency Reporting Value (MERV) 13 filters that are able to filter out 90 percent of particles in the 3.0 to 10 µm range, including PM_{10}. With the compliance with this requirement, the highest carcinogenic risk at the project site would be 1.70 per million for 30-year residence exposure and 0.12 per million for 25-year worker exposure. As shown in Table 4.3-4, impacts related to cancer risk from diesel truck traffic along SR-134 would be less than significant at the project site.

Table 4.3-4
Health Risk at Project Site

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1,2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
30-Year Residence Exposure	17.0	10	**Yes**
30-Year Residence Exposure (MERV 13)[3]	1.70	10	No
25-Year Worker Exposure	1.19	10	No
25-Year Worker Exposure (MERV 13)[3]	0.12	10	No

Notes:
1. Refer to Appendix A, *Air Quality/HRA/GHG/Energy Analysis*.
2. The maximum cancer risk would be experienced at UTM NAD83 Zone 10S coordinate location 376487.03 meters, 3779922.61 meters on the northeastern corner of the project site.
3. Per the 2019 Title 24 Building Energy Efficiency Standards requirements, the project shall install filers that have a designated efficiency equal to or greater than Minimum Efficiency Reporting Value (MERV) 13 when tested in accordance with ASHRAE Standard 52.2, or a particle size efficiency rating equal to or greater than 50 percent in the 0.30-1.0 µm range, equal to or greater than 85 percent in the 1.0-3.0 µm range, and equal to or greater than 90 percent in the 3.0-10 µm range when tested in accordance with AHRI Standard 680.

Non-Carcinogenic Hazard

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. Currently, OEHHA has not set an acute REL for DPM. To be conservative, the acute REL for Acrolein is used instead given that Acrolein is a major component of diesel exhaust and is considered the worst-case acute REL for diesel exhaust emissions. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

An acute or chronic hazard index of 1.0 is considered individually significant. The highest maximum chronic and acute hazard index associated with emissions generated by project implementation would be 0.004 and 0.040, respectively; refer to Appendix A. Therefore, non-carcinogenic hazards are calculated to be within acceptable limits (less than 1.0) and a less than significant impact would occur.

Conclusion

As described, non-carcinogenic hazards resulting from the location of the proposed project are calculated to be within acceptable limits. Additionally, impacts related to cancer risk and PM_{10} concentrations from traffic along SR-134 would be less than significant with compliance with 2019 Title 24, which requires installation of MERV 13 filters. Therefore, impacts related to health risk from traffic along SR-134 on the project site would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is paved with minimal ornamental landscaping along the perimeter and is surrounded on all sides by developed land uses. No parks or open space uses are present in the vicinity that would provide habitat for sensitive or special status species. The site or vicinity do not support any sensitive or special status species and project implementation would not adversely affect any candidate, sensitive, or special status species. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The project site is currently developed with the Lakeside Carwash, consisting of two single-story structures. The main building is located at the center of the site with a carwash tunnel along the southern end. The secondary

structure is a garage that has been converted into an office in the southwest corner of the site. The remainder of the site is utilized as parking for drying and washing cars and for employee parking. No riparian habitat or sensitive natural communities occur on-site. Additionally, the site is surrounded by existing commercial and office uses in an urbanized environment. Thus, project implementation would not adversely affect riparian habitat or other sensitive natural communities. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed, the project site is paved, developed, and located within an urbanized area of the City. According to the U.S. Fish and Wildlife Services' National Wetlands Inventory Mapper, the closest wetlands to the project site is the Los Angeles River, approximately 0.4-mile to the south, and the Toluca Lake, approximately 0.5-mile to the southwest.[1] Thus, project implementation would not adversely affect any State or Federally protected wetlands. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. The project site is developed and located within an urbanized area of the City. Based on the lack of suitable habitat within the project area, the site does not function as a wildlife corridor or nursery site. However, mature ornamental trees on-site could provide habitat for migratory birds during nesting season. The proposed project would result in the removal of ornamental vegetation on-site, including mature trees. Thus, the project could result in potential impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA). The MBTA prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. The proposed project has the potential to impact nesting birds if construction activities occur during the nesting season. As such, Mitigation Measure BIO-1 would ensure any project-related ground disturbing activities occurring during the nesting season, if any, do not adversely impact potential nesting birds on-site. As such, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

BIO-1 If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (generally from February 1 through August 31), a pre-construction clearance survey for nesting birds shall be conducted within three days prior to any ground disturbing activities.

The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site during the clearance survey with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is

[1] U.S. Fish and Wildlife Services, *National Wetlands Inventory Mapper*, https://www.fws.gov/wetlands/Data/Mapper.html, accessed July 22, 2020.

not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the California Department of Fish and Wildlife and other appropriate agency.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Municipal Code Title 7, Chapter 4, *Trees and Vegetation*, establishes policies and standards for the planting, maintenance, and removal of street trees in Burbank. Implementation of the proposed project would not require the removal of any street trees, including those along Riverside Drive and Screenland Drive. As such, the project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.[2] Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, April 2019, https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed August 5, 2020.

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4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	✓			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

This section is primarily based upon the *3700 Riverside Drive Mixed-Use Project, Cultural Resources Assessment* (Cultural Resources Assessment), prepared by Rincon Consultants, Inc. (Rincon), dated August 2020; refer to Appendix B, *Cultural Resources Assessment*.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Potentially Significant Impact. The Cultural Resources Assessment included a literature review, a field survey, and a record search of the California Historical Resources Inventory System (CHRIS) at the South Central Coast Information Center (SCCIC). The CHRIS record search was conducted to identify previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. Sources of the record search include the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), the California Historical Landmarks list, the California Points of Historical Interest list, the Office of Historic Preservation Built Environment Resources Directory, and the Archaeological Determination of Eligibility list. Additionally, literature review was conducted to establish the general history and context of the project site. As part of the literature review, Rincon obtained and/or reviewed building permit records, historical aerial photographs of the project site since 1939, the City of Burbank Historic Preservation Ordinance, City of Burbank Citywide Historic Context Report, Burbank Historic Sign Survey Historical Resources Survey Report, and for reference, the SurveyLA Commercial Development and the Automobile Historic Context Statement. A search of the Sacred Lands File (SLF) was also requested through the Native American Heritage Commission (NAHC).

The field survey conducted on July 14, 2020 includes an examination of all areas of exposed ground surface for artifacts, ecofacts, soil discoloration potentially indicative of the presence of a cultural midden, soil depressions, features indicative of the former presence of structures or buildings, and historic debris. Ground disturbances such as burrows and drainages were also visually inspected. The field survey also included a visual inspection of all built environment features on the property, including their overall condition and integrity, and to identify and document any potential character-defining features or alterations.

The record search identified ten recorded cultural resources within a 0.5-mile radius of the project site, all of which are located outside of the project site. The record search also identified nine previously conducted cultural resources studies within a 0.5-mile radius, none of which included the project site. Results of the literature review indicated that the existing Lakeside Car Wash was identified as over 45 years of age and was recorded on the California Department of Parks and Recreation 523 series forms for evaluation. According to the Cultural Resources Assessment, the Lakeside Car Wash building is eligible for listing in the NRHP and CRHR, and for designation as a Burbank Historic

Resource. As such, the existing Lakeside Car Wash building is considered a potential historical resource pursuant to CEQA Section 15064.5.

The project proposes to demolish the Lakeside Car Wash building and construct a mixed-used development. As such, project implementation would materially impair the Lakeside Car Wash building and could cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the CEQA Guidelines. As such, potential significant impacts could result in this regard and would be further evaluated in an EIR.

Mitigation Measures: Potential mitigation measures will be considered as part of the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. According to the Cultural Resources Assessment, ten recorded cultural resources were identified within a 0.5-mile radius of the project site. Nine of the ten are buildings from historic period, and one is remnants of an adobe from Rancho Providencia, currently buried under a Warner Brothers film lot. As currently proposed, project ground disturbance would reach a maximum depth of approximately 12 feet for excavations associated with the subterranean parking of the mixed-use development. Proposed foundation and site preparation would involve the removal of alluvium soil to a minimum depth of three feet below existing grade and replacement with compacted fill; refer to Section 4.7, *Geology and Soils*, and Appendix C, *Geotechnical Study*. Thus, due to the presence of cultural resources within the project site vicinity, project construction has the potential to adversely impact previously undiscovered archaeological resources due to the considerable amount of grading activities. The proposed project would be required to retain a qualified archaeologist to oversee archaeological monitoring of project-related ground-disturbing activities including trenching, grading, and excavation that occur at, or greater than, three feet below grade (Mitigation Measure CUL-1). Mitigation Measure CUL-2 requires the qualified archaeologist to maintain weekly communication with consulting tribes regarding project schedule and provide monitoring logs as requested. In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measure CUL-3 would require project construction in the immediate area of the find to halt and an archaeologist to be contacted for evaluation of the find. With implementation of Mitigation Measures CUL-1 through CUL-3, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 A qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall oversee archaeological monitoring of project-related ground-disturbing activities including trenching, grading, and excavation that occur three feet below grade. Prior to the issuance of grading plans, a monitoring plan shall be prepared by the qualified archaeologist and reviewed and approved by the lead agency. The monitoring plan shall include details regarding the monitoring schedule, protocols to follow in the event of an archaeological discovery, and roles and responsibilities of the monitor including completion of daily monitoring logs. The monitoring plan shall include protocols regarding the archaeological monitor's authority to halt and or redirect work in the event of a discovery. At the completion of monitoring, the qualified archaeologist shall prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the project. The report shall include the monitoring logs completed for the project and document any discoveries made during monitoring. The Cultural Resources Monitoring Report shall be submitted to the City and the South Central Coastal Information Center upon completion.

CUL-2 The qualified archaeologist will maintain weekly communication with the consulting tribal groups regarding project schedule and when requested, shall share any and all monitoring logs prepared by the onsite archaeological monitor.

CUL-3 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under CEQA, such that the discovery proves to be eligible for the CRHR and cannot be avoided by the project, additional work such as data recovery, excavation, and archaeological mitigation may be warranted to mitigate any significant impacts. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall immediately notify the City of Burbank to implement Native American consultation procedures. Following the discovery, Native American monitoring as described in Mitigation Measure TCR-1 shall be implemented.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. Due to the level of disturbance on the project site and in the site vicinity, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. If human remains are found, those remains would require proper treatment in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, State Health and Safety Code Section 7050.5 requires if any human remains are accidentally discovered during excavation of a site, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As required by State law, if the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC and shall have the opportunity to offer recommendations for the disposition of the remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✓	

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2019 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy (mainly due to solar photovoltaic panels and lighting upgrades) when compared to those constructed under 2016 Title 24 standards, and nonresidential buildings will be 30 percent more energy efficient than 2016 Title 24 standards.[1] The 2019 Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. With the new lighting standards, nonresidential buildings would use 30 percent less energy for lighting than buildings built under the 2016 standards.

California Green Building Standards (CALGreen)

The California Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development; Title 24 Parts 6 and 11 together comprise the Building Energy Efficiency Standards. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2019 and became effective on January 1, 2020. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to

[1] California Energy Commission, *2019 Building Energy Efficiency Standards*, dated March 2018.

achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four big bold strategies:

1. All new residential construction in California will be zero net energy by 2020.
2. All new commercial construction in California will be zero net energy by 2030.
3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2019 IEPR (California Energy Commission 2020) on February 20, 2020. The 2019 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California and covers a broad range of topics, including implementation of SB 100 (statewide greenhouse gas reduction targets), integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission, landscape-scale planning, electricity and natural gas demand forecast, transportation energy demand forecast, renewable gas, updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

Local

Burbank2035 General Plan

Applicable goals and policies related to energy from the *Burbank2035 General Plan* (Burbank2035) Land Use Element and Conservation and Open Space Element are listed below.

Land Use Element:

Goal 2 Sustainability

Policy 2.6 Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.

Conservation and Open Space Element:

Goal 10 Energy Resources

Policy 10.1 Incorporate energy conservation strategies in City projects.

Policy 10.2 Promote energy-efficient design features to reduce fuel consumption for heating and cooling.

Policy 10.4 Encourage residents and businesses to reduce vehicle use or to purchase alternative fuel vehicles.

METHODOLOGY

The impact analysis focuses on the three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with the project as well as the fuel necessary for project construction. The analysis of electricity/natural gas usage is based on California Emissions Estimator Model version 2016.3.2 (CalEEMod) greenhouse gas emissions modeling, which quantifies energy use for occupancy. Further, the population and employment estimate for the County were taken from the U.S. Census Bureau and the City's person per household estimates were taken from the State of California Department of Finance.[2,3] The results of the CalEEMod modeling are included in Appendix A, *Air Quality/HRA/GHG/Energy Analysis*. Modeling was based primarily on the default settings in the computer program for the County of Los Angeles (County). The amount of operational fuel use was estimated using the California Air Resources Board's (CARB) EMissions FACtor 2017 (EMFAC2017) computer program, which provides projections for typical daily fuel usage in the County. The results of EMFAC2017 modeling and construction fuel estimates are included in Appendix A.

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Response 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- Criterion 1: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- Criterion 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.
- Criterion 4: The degree to which the project complies with existing energy standards.
- Criterion 5: The effects of the project on energy resources.
- Criterion 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

[2] United Sates Census Bureau, *Los Angeles County Population*, 2018, https://data.census.gov/cedsci/profile?g=0500000US06037&hidePreview=true&tid=ACSDP1Y2018.DP05&vintage=2018, accessed August 11, 2020; and
United Sates Census Bureau, *Los Angeles County Employment (5-year Estimates Data Profiles)*, 2018, https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&hidePreview=true&tid=ACSDP5Y2018.DP03&vintage=2018&table=DP03&g=0500000US06037, accessed August 11, 2020.

[3] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*, http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed August 11, 2020.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into Transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 3, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with project construction and operations. The analysis of operational electricity/natural gas usage is based on the CalEEMod modeling results for the project. The project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Los Angeles County, and consumption factors provided by Burbank Water and Power (BWP) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site. The results of the CalEEMod modeling are included in Appendix A. The amount of operational fuel consumption was estimated using the EMFAC2017 computer program which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, construction timing and phasing, and duration of use of construction equipment.

Electricity and natural gas consumption associated with the proposed project is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's per capita electricity and natural gas consumption would be approximately 47.2 percent and 71.4 percent less than the current Countywide per capita electricity and natural gas consumption, respectively. It is noted that the project metrics are for residential and retail/restaurant land use, while the Countywide metrics are for all types of residential and non-residential land uses, with a wide variation in energy consumption characteristics. Table 4.6-2, *Project and Countywide Fuel Consumption* compares the project's construction and operational vehicle fuel consumption to that found within the County. As show in Table 4.6-2, project construction and operation would increase the County's fuel consumption by 0.0068 percent and 0.0007 percent, respectively (**Criterion 1**).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Los Angeles County Annual Energy Consumption[1]	Project Annual Per Capita Energy Consumption[2]	Los Angeles County Annual Per Capita Energy Consumption[3]	Project Percent Difference
Electricity (MWh)	295	68,486,000	2	5	47.2%
Natural Gas (therms)	6,798	2,921,000,000	56	195	71.4%

Notes:
1. As modeled in CalEEMod version 2016.3.2.
2. The project increases in electricity and natural gas consumption are compared with the total consumption in Los Angeles County in 2019. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2020.
   Los Angeles County electricity consumption data source: California Energy Commission, Electricity Consumption by County, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed April 10, 2020.
   Los Angeles County natural gas consumption data source: California Energy Commission, Gas Consumption by County, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed April 10, 2020.

Table 4.6-1 [cont'd]
Project and Countywide Energy Consumption

Notes (continued):
3. The project would build 49 condominium units. Per the Department of Finance population estimates, the City of Burbank has 2.46 persons per household. As such, the residential portion of the project is anticipated to have a population of 120 residents. Additionally, based on the U.S. Energy Information Administration, the median square feet per worker for retail/restaurant uses is 1,185. Therefore, the project's retail/restaurant use would employ approximately 2 workers (2000 square feet/ 1185 = 1.68). Therefore, the project would have a planned population of approximately 122 people. (Source: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/; U.S. Energy Information Administration, *Commercial Buildings Energy Consumption Survey (CBECS)*, Revised December 2016, https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php).
4. To account for Countywide energy use in all sectors, total capita (persons) in Los Angeles County is calculated as the summary of population and employment. (Sources: https://data.census.gov/cedsci/profile?g=0500000US06037&hidePreview=true&tid=ACSDP1Y2018.DP05&vintage=2018, accessed August 11, 2020; https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&hidePreview=true&tid=ACSDP5Y2018.DP03&vintage=2018&table=DP03&g=0500000US06037 (5-year Estimates Data Profiles), accessed August 11, 2020.

Source: Refer to Appendix A for assumptions used in this analysis.

Table 4.6-2
Project and Countywide Fuel Consumption

Sector	Project Annual Fuel Consumption (gallons)	Los Angeles County Annual Fuel Consumption (gallons)[1,2]	Percentage Increase Countywide
Project Construction[3,4]	36,378	535,951,199	0.0068%
Project Operations	*55,521*	*4,073,114,700*	*0.0014%*
Existing Operations	*-27,575*	*4,073,114,700*	*-0.0007%*
Net Operations[5]	27,946	*4,073,114,700*	0.0007%

Notes:
1. The project increases in automotive fuel consumption are compared with the total consumption in Los Angeles County in 2019.
2. Countywide fuel consumption is from the California Air Resources Board, EMFAC2017 v1.0.2., https://www.arb.ca.gov/emfac/2017/, accessed August 11, 2020.
3. Construction fuel consumption is based on equipment and load factors from California Emissions Estimator Model (CalEEMod v. 2016.3.2).
4. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.
5. Based on the *Transportation Analysis – 3700 Riverside Drive Project* prepared by Fehr & Peers (dated July 31, 2020), the proposed project would generate approximately 353 daily trips and the existing carwash facility currently generates 360 daily trips. Therefore, proposed project would generate a net decrease of 7 average daily trips compared to the existing conditions. Although the project would generate fewer daily trips than existing conditions, the vehicle miles traveled (VMT) associated with the proposed project would be higher than existing conditions due to the change in land use and associated trip lengths.

Source: Refer to Appendix A for assumptions used in this analysis.

Construction-Related Energy Consumption

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, and architectural coating. As indicated in Table 4.6-2, the overall fuel consumption during project construction would be 36,378 gallons, which would result in a nominal increase (0.0068 percent) in fuel use in the County. As such, project construction would have a minimal effect on the local and regional energy supplies and would not require additional capacity (**Criterion 2**).

Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Furthermore, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than nonrecycled materials.[4] It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment or building materials, or methods that would be less energy efficient than at comparable construction sites in the region or State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (**Criterion 5**).

Therefore, construction energy use would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. A less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-2 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. Based on the *Transportation Analysis – 3700 Riverside Drive Project* (Transportation Analysis Memo) prepared by Fehr & Peers (dated July 31, 2020), the proposed project would generate approximately 353 daily trips and the existing carwash facility currently generates 360 daily trips. Therefore, the proposed project would generate a net decrease of 7 daily trips compared to the existing conditions. Although the project would generate fewer daily trips than existing conditions, the VMT associated with the proposed project would be higher than existing conditions due to the change in land use and associated trip lengths. Therefore, project operations would result in a net increase of approximately 27,946 gallons of fuel per year, which would increase Countywide automotive fuel consumption by 0.0007 percent; refer to Table 4.6-2. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project would include installation of electric vehicle (EV) charging stations in compliance with CALGreen Code. This project design feature would encourage and support the use of electric vehicles within the proposed mixed-use development and thus reduce the petroleum fuel consumption (**Criterion 4** and **Criterion 6**). Additionally, the project area is located within a transit priority area (TPA) and is on a high-quality transit corridor (HQTC); refer to Section 4-17, *Transportation*. Further, the project would be located less than 0.10-mile from

[4] California Department of Resources Recycling and Recovery, *Green Building Materials*, Last Updated October 18, 2019, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed August 11, 2020.

local bus lines. Thus, the project's location would serve to reduce passenger VMT and associated transportation-related fuel consumption.

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

The CEC developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the 2017 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted the statewide electricity and natural gas demand would range between 7,400 kWh to 8,100 kWh per capita (7.4 MWh to 8.1 MWh) and 300 therms to 320 therms per capita in 2030, respectively[5]. As shown in Table 4.6-1, the proposed project would be expected to demand approximately 295 MWh in total or 2 MWh per capita of electricity per year and approximately 6,798 therms in total or 56 therms per capita of natural gas per year, which would be significantly below CEC's forecasts and the current Countywide per capita usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and more energy efficient than the County average. As such, the project would not require additional energy capacity or supplies (**Criterion 2**). Because the project is a mixed-use development consisting of residential (i.e. 49 condominiums) and restaurant/retail (i.e. 2,000 square feet) uses, it would consume energy during the same time periods as other residential and commercial developments and would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The proposed project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, photovoltaic solar panels, and lighting. Implementation of the 2019 Title 24 standards significantly reduces energy usage (53 percent [residential] and 30 percent [nonresidential] compared to the 2016 standards). The Title 24 Building Energy Efficiency Standards are updated every 3 years and become more stringent between each update, therefore, complying with the latest 2019 Title 24 standards would make the proposed project more energy efficient than existing carwash facility built prior to Title 24 standards (**Criterion 4**).

Furthermore, the electricity provider, BWP, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (**Criterion 5**).

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

[5] California Energy Commission, *California Energy Demand 2018-2030 Revised Forecast*, February 2018. Electricity per capita demand is estimated from Figure 3. Natural gas per capita demand is calculated from natural gas consumption forecast in Table 3 and population forecast estimated from Figure 13.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2019 Title 24 standards, the 2019 CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2019 IEPR. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2019 Title 24 standards and 2019 CALGreen Code would ensure the project incorporates energy-efficient windows, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and Burbank2035 Policy 2.6, Policy 10.1, and Policy 10.2, as well as water-efficient fixtures and electric vehicles charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by BWP that is composed of 31 percent renewable energy as of 2018 and would achieve at least 60 percent renewable energy by 2030. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is primarily based upon the following technical studies:

- *Geotechnical Engineering Exploration Proposed Six-Story with Mezzanine Mixed-Use Building Over Subterranean Parking Assessor's Parcel Nos. 2485-005-004, -014, and -015, 3700 West Riverside Drive and 134 North Screenland Drive, Burbank, California* (Geotechnical Study), prepared by Byer Geotechnical, Inc. and dated September 25, 2019; refer to Appendix C, *Geotechnical Study*; and

- *Paleontological Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, City of Burbank, Los Angeles County, California* (Paleontological Resources Assessment), prepared by Rincon Consultants, Inc. and dated July 27, 2020; refer to Appendix D, *Paleontological Resources Assessment*.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." According to the Geotechnical Study, no known active faults cross the project site, and the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Therefore, the potential for surface rupture on-site is considered very low. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. According to the Geotechnical Study, known regional local active and potentially-active faults that could produce the most significant ground shaking on-site include the Hollywood, Santa Monica, and Verdugo Faults. A total of 42 faults were found within a 100-kilometer radius search area of the project site. The closest mapped active fault is the Hollywood Fault, approximately three miles south of the site, and is capable of producing a maximum moment magnitude of 6.7. As such, strong seismic ground shaking can be expected at the site during the design lifetime of the proposed mixed-use development. Nevertheless, in conformance with existing seismic design requirements of the California Building Code, as incorporated by reference in Municipal Code Title 9, Section 9-1-2, *Adoption of 2019 California Building Code*, the project would be subject to the site-specific seismic design recommendations identified in the Geotechnical Study to minimize the potential for damage and major injury during a seismic event; refer to *Conclusions and Recommendations* of the Geotechnical Study. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Following conformance with the seismic design recommendations identified in the Geotechnical Study, impacts related to seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Study, groundwater was not encountered in the borings to a maximum depth of 61.5 feet below existing grade. However, the historically highest groundwater level at the site was approximately 10 feet below ground surface. Additionally, the California Geological Survey maps the site within an area with liquefaction potential. Soils data collected in the borings conducted on-site were utilized to quantify the liquefaction potential of the project site. Results of the liquefaction analysis indicate that there are four, 2.5-foot-thick layers of soil on-site, located between the depths of 16 and 27.5 feet, that are considered susceptible to liquefaction. However, foundation and site preparation recommendations included in the *Conclusions and Recommendations* section of the Geotechnical Study would ensure liquefaction hazards are minimized. Specifically, remedial grading involving the removal of alluvium to a minimum depth of three feet below existing grade and replacement with compacted fill is required to prepare a firm pad under the building's mat foundation. The mat foundation should be at least 12 inches in thickness and the bottom of the mat foundation should be free from loose material and construction debris. Implementation of Mitigation Measure GEO-1 would ensure the recommended remedial measures in the Geotechnical Study are incorporated into the project design and grading and building plans. As such, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

GEO-1 Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Burbank, that the recommendations for design and construction identified in the *Geotechnical Engineering Exploration Proposed Six-Story with Mezzanine Mixed-Use Building Over Subterranean Parking Assessor's Parcel Nos. 2485-005-004, -014, and -015, 3700 West Riverside Drive and 134 North Screenland Drive, Burbank, California*, prepared by Byer Geotechnical, Inc. and dated September 25, 2019, have been incorporated into the project design, and grading and building plans. The project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geotechnical Study's recommendations have been incorporated and updated, as needed.

4) Landslides?

No Impact. The project site and surrounding area is generally flat. According to the Geotechnical Study, the site is not mapped within any landslide hazard area. Additionally, no upsloping hillside grade exists within close proximity of the site. Thus, the potential for seismically-induced landslides, or debris flows, would not occur. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be from construction activities associated with the project, which could expose soils to short-term erosion by wind and water. Soil disturbance would temporarily occur during earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. However, the project would be subject to compliance with the requirements set forth in the Los Angeles Regional Water Quality Control Board's Stormwater Quality Management Plan, the County of Los Angeles' Municipal Separate Storm Sewer Systems (MS4) permit, and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). Implementation of best management practices associated with the City's SUSMP would reduce the volume of sediment-laden runoff discharging from the site during project construction, and less than significant impact would occur in this regard. Further, at project completion, the site would be similar to existing conditions and return to a mostly impervious state (i.e., minimal exposed soils) with pervious areas consisting of only landscaped areas. As such, less than significant impacts regarding soil erosion and the loss of topsoil would occur.

Mitigation Measures: No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated. Refer to Responses 4.7(a)(3) and 4.7(a)(4) for a discussion concerning liquefaction and landslides.

Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface, such as a drainage or stream channel. According to the Geotechnical Study, the project site is not located near free-faces, slopes, or canals. Thus, the potential for lateral spreading associated with the potentially liquefiable alluvial soils on-site is negligible and impacts would be less than significant.

Subsidence can occur in various ways during an earthquake. Large areas of land can subside drastically during an earthquake because of offset along fault lines; land subsidence can also occur as a result of settling and compacting of unconsolidated sediment (i.e., settlement) from seismic shaking. The Geotechnical Study analyzed the potential for liquefaction-induced settlement for all granular soil layers at depths below the historic high groundwater level. Based on the analysis, on-site soils have a total dynamic settlement potential of two inches and a differential dynamic settlement potential of one to 1.3 inches. Potential hazards associated with subsidence and settlement from seismic-shaking would be minimized with implementation of remedial grading and foundation design recommendations detailed in the Geotechnical Study; refer to Mitigation Measure GEO-1. As such, impacts in this regard would be reduced to less than significant levels.

Collapsible soils are generally dry, low density, silty soils with high void space or air gaps between the soil grains, which, when unsaturated, can withstand relatively high pressure without showing significant change in volume. However, upon wetting, these soils are susceptible to a large and sudden reduction in volume. According to the Geotechnical Study, soils encountered during the borings consisted of 1) artificial fill encompassing moist, silty sand with concrete debris at a maximum depth of 1.5 feet below existing grade, and 2) natural alluvium encompassing layers of sand, silty sand, and sandy silt varying from slightly moist to very stiff in the upper 10 feet to gravelly sand and fine- to coarse-grained gravel below 45 feet. The natural alluvium has the potential to collapse due to its sandy and silty sand characteristics. However, site preparation and foundation recommendations included in the *Conclusions and Recommendations* section of the Geotechnical Study would ensure collapsible soil hazards are minimized. Upon implementation of Mitigation Measure GEO-1, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Study, soils to be exposed at finished grade are expected to exhibit a low expansion potential. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. According to the Paleontological Resources Assessment, the project site is situated in the San Fernando Valley within the Transverse Ranges, which extend approximately 275 miles from Point Arguello in Santa Barbara County, east to the San Bernardino Mountains. The San Fernando Valley is a lowland alluvial plain that encompasses the area north of the Santa Monica Mountains, west of the San Gabriel Mountains, and south of the Santa Susana Mountains. The project site includes a single geologic unit mapped at the ground surface: younger Quaternary (middle to late Holocene) alluvium (Qa), derived primarily from the Los Angeles River, which flows approximately 0.5-mile south of the project site. These younger alluvial deposits are composed of slightly to poorly consolidated and poorly sorted floodplain deposits with various compositions of clay,

sand, and gravel. Locally, middle to late Holocene alluvial deposits may be interbedded with middle to late Holocene fluvial sediments (Qg) from the nearby Los Angeles River, consisting of loose, moderately well-drained, moderately-sorted sand, silty sand, and gravel. Refer to Paleontological Resources Assessment Figure 3, *Geologic Units and Paleontological Sensitivity of the Project Site*, for an illustration of the surficial geologic units within the project area, as well as the paleontological sensitivity within the project site.

A search of the paleontological fossil locality records at the Natural History Museum of Los Angeles County (NHMLAC) resulted in no previously recorded fossil localities within the project boundary; however, at least four vertebrate localities were identified within Pleistocene alluvial deposits in the general project vicinity. The nearest vertebrate fossil locality, LACM 6970, produced fossil specimens of camel (*Camelops hesternus*), bison (*Bison antiquus*), and ground sloth (*Glossotherium harlani*) approximately 1.5 miles west of the project site at depths ranging from 60 to 80 feet below ground surface. The NHMLAC reports three additional vertebrate localities were identified near the Metrorail Red Line Universal City/Studio City station, less than two miles southwest of the project site. These localities yielded fossilized specimens stickleback fish (Gasterosteidae), frogs (*Rana* and Hylidae), lizards (*Gerrhonotus* and *Uta*), snakes (*Thamnophis* and *Tantilla*), bird (Aves), shrew (*Sorex*), rabbit (*Sylvilagus*), and rodents (*Perognathus*, *Thomomys*, *Dipodomys*, *Microtus*, and *Peomyscus*) at depths ranging from 40 to 60 feet below ground surface.

The geologic units underlying the project site have a paleontological sensitivity ranging of low at the surface; with underlying units of high paleontological sensitivity. Middle to late Holocene alluvial and fluvial deposits (i.e., Qa, Qg) mapped within the project site and the immediate vicinity have a low paleontological sensitivity because middle to late Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to preserve paleontological resources. However, at moderate depth, middle to late Holocene alluvial and fluvial deposits overlie early Holocene to Pleistocene alluvium across the project site. Early Holocene to Pleistocene sedimentary deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, especially in Los Angeles County. Fossil specimens of whale, sea lion, horse, ground sloth, bison, camel, mammoth, dog, pocket gopher, turtle, ray, bony fish, shark, and bird have been reported. Therefore, early Holocene to Pleistocene alluvial deposits are assigned a high paleontological sensitivity based on the potential to yield scientifically significant paleontological resources.

Accurately assessing the boundaries between younger and older units is generally not possible without site-specific stratigraphic data, some form of radiometric dating or fossil analysis, so conservative estimates of the depth at which paleontologically sensitive units may occur ensures impact avoidance. Given the reported depths of recovery of nearby fossil localities (approximately 40 to 80 feet below the surface), available stratigraphic data, and the project site's proximity to exposures of older alluvial, the transition to sediments sufficiently old to support fossils is unlikely to occur at depths shallower than 20 feet below ground surface. Therefore, the paleontological sensitivity of the alluvial deposits within the project site is determined to be low to high, increasing at a depth of approximately 20 feet below ground surface.

Overall, ground-disturbing activities in previously undisturbed portions of the project site underlain by geologic units with a high paleontological sensitivity (i.e., Pleistocene to early Holocene alluvial deposits) may result in significant impacts to paleontological resources. Impacts would be significant if construction activities result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. As currently proposed, project ground disturbance would reach a maximum depth of approximately 12 feet for excavations associated with the subterranean parking of the mixed-use development. In the project site, the middle to late Holocene deposits overlie the paleontologically-sensitive Pleistocene to early Holocene sediments at an unknown depth but unlikely at depths shallower than 20 feet below ground surface. Given that the fossiliferous deposits may occur at greater depths than anticipated project disturbance and that the project site has been previously disturbed and would have a maximum excavation depth of approximately 12 feet, the potential for encountering fossil resources during project-related ground disturbance is low and impacts to paleontological resources are not anticipated.

Nevertheless, should unanticipated fossil discoveries occur, Mitigation Measure GEO-2 requires a Worker's Environmental Awareness Program be prepared and utilized to train all construction personnel on the appropriate procedures to follow if potentially significant fossils are encountered during project-related excavation activities. Additionally, in the event an unanticipated fossil discovery is made, Mitigation Measure GEO-3 requires all project construction activities to halt until a qualified paleontologist evaluates the paleontological significance of the find and recommends a course of action. Upon implementation of Mitigation Measures GEO-2 and GEO-3, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

GEO-2 Prior to any project ground disturbance activities, a qualified paleontologist shall be retained by the project applicant to prepare a Worker's Environmental Awareness Program (WEAP) and train all construction personnel prior to the start of any construction activities. The WEAP training shall include, at a minimum, the following information:

- Review of local and State laws and regulations pertaining to paleontological resources;
- Types of fossils that could be encountered during ground disturbing activity;
- Photos of example fossils that could occur on site for reference; and
- Instructions on the procedures to be implemented should unanticipated fossils be encountered during construction, including stopping work in the vicinity of the find and contacting a qualified professional paleontologist.

GEO-3 In the event an unanticipated fossil discovery is made during ground disturbing activities, construction activities shall halt in the immediate vicinity of the fossil, and a qualified professional paleontologist retained by the project applicant shall be notified to evaluate the discovery, determine its significance, and evaluate whether additional mitigation or treatment is warranted. Work in the area of the discovery shall resume once the find is properly documented and authorization is given by the qualified paleontologist to resume construction work. Any significant paleontological resources found shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

4.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 424 million tons of carbon dioxide (CO_2) per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of May 2020, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 417 ppm.[2]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[3] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

Regulatory Framework

Federal

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air

[1] California Environmental Protection Agency, *California Greenhouse Gas Emissions for 2000 to 2017*, https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf, accessed August 11, 2020.

[2] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed August 11, 2020.

[3] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to Assembly Bill (AB) 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy, mainly due to solar photovoltaic panels and lighting upgrades, when compared to those constructed under 2016 Title 24 standards.[4]

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2020.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million $MTCO_2e$ under a business as usual (BAU)[5] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, industrial, commercial, and residential). CARB used three-year average emissions, by sector, from 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce projected 2020 BAU emissions to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable

[4] California Energy Commission, *2019 Building Energy Efficiency Standards*, dated March 2018.

[5] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The 2014 Scoping Plan did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focused on implementation of a 40-percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The 2017 Scoping Plan establishes far-reaching programs to incentivize the sale of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight Statewide.

- *Increased Renewable Energy:* California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utility providers to 50 percent renewables, as required under SB 350.

- *Slashing Super-Pollutants:* The 2017 Scoping Plan calls for a significant cut in super-pollutants, such as $CH_4$and HFC refrigerants, which are responsible for as much as 40 percent of global warming.

- *Cleaner Industry and Electricity:* California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.

- *Cleaner Fuels:* The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

- *Smart Community Planning:* Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

- *Improved Agriculture and Forests:* The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Local

2020–2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;

- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Burbank2035 Greenhouse Gas Reduction Plan

The City has prepared a *Greenhouse Gas Reduction Plan* (GGRP) (February 19, 2013) as an implementing document for the *Burbank2035 General Plan* (Burbank2035). The GGRP provides an inventory of current GHG emissions in Burbank. In addition, emission reduction measures and actions presented in the GGRP implement the goals, policies, and implementation actions of the Air Quality and Climate Change General Plan Element to reduce GHG emissions and improve overall air quality and environmental health.

The GGRP identifies both mandatory and voluntary GHG reduction measures that would apply to different types of future projects. For each of the mandatory measures, the GGRP either reinforces the implementation of current codes and ordinances, or directs changes to the City's codes and ordinances that would result in GHG reductions. The GGRP requires all new projects to comply with these codes and ordinances, as applicable. It should be noted that the GGRP is not a qualified GHG reduction plan under CEQA, in which the proposed project could tier the analysis of GHG emissions from, and City has not yet adopted a such plan.

Thresholds of Significance

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[6,7] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[8]

[6] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed August 11, 2020.

[7] State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed August 11, 2020.

[8] 14 CCR Section 15064(h)(3).

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Nor have the SCAQMD, CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model version 2016.3.2 (CalEEMod) relies upon trip generation rates from the *Transportation Analysis – 3700 Riverside Drive Project* (Transportation Analysis Memo) prepared by Fehr & Peers (dated July 31, 2020), and project specific land use data to calculate emissions; refer to Appendix H, *Transportation Analysis Memo*. Based on the Transportation Analysis Memo, the proposed project would generate approximately 353 daily trips and the existing carwash facility currently generates 360 daily trips. Therefore, proposed project would generate a net decrease of 7 average daily trips compared to the existing conditions. Due to the limited information on operational details of the existing on-site carwash facility, only the mobile source emissions generated by the existing carwash facility have been analyzed. This methodology represents a conservative analysis as operational emissions from the existing carwash facility (i.e. area, energy, water, and solid waste sources) have not been accounted for. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to Appendix A, *Air Quality/HRA/GHG/Energy Analysis* for the CalEEMod outputs.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[2,3]
	Metric Tons per Year[1]	Metric Tons per Year[1]	Metric Tons of CO_2e[1]	Metric Tons per Year[1]	Metric Tons of CO_2e[1]	
Direct Emissions						
• Construction (amortized over 30 years)	10.60	0.00	0.05	0.00	0.00	10.65
• Area Source	16.03	0.02	0.41	0.00	0.10	16.55
• *Project Mobile Source*	*375.96*	*0.03*	*0.70*	*0.00*	*0.00*	*376.66*
• *Existing Mobile Source*	*- 221.50*	*- 0.01*	*- 0.33*	*- 0.00*	*- 0.00*	*- 221.82*
• Net Mobile Source	154.46	0.01	0.37	0.00	0.00	154.84
Indirect Emissions						
• Energy Consumption[4]	182.88	0.00	0.11	0.00	0.44	183.43
• Water Demand	30.87	0.09	2.35	0.00	0.70	33.92
• Solid Waste	1.80	0.11	2.66	0.00	0.00	4.46
Total Net Project-Related Emissions[2]	***403.85 $MTCO_2e$ per year***					

Notes: carbon dioxide equivalent = CO_2e; metric tons of carbon dioxide equivalent per year = $MTCO_2e$ per year
1. Project emissions were calculated using CalEEMod version 2016.3.2 and EMFAC2017, as recommended by the SCAQMD.
2. Totals may be slightly off due to rounding.
3. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed August 10, 2020.
4. Exceeding Title 24 by 33 percent was applied in CalEEMod to account for the latest 2019 Title 24 Standards. CalEEMod default energy efficiency are based on 2016 Title 24 Standards, and 2019 Title 24 Standards are 30 percent more efficient for nonresidential buildings. In addition, the project would be 10 percent more efficient than 2019 Title 24. Therefore, the project would be overall 33 percent more efficient than 2016 Title 24.

Source: Refer to Appendix A for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[9] As shown in Table 4.8-1, the proposed project would result in 10.65 metric tons of CO_2 equivalent per year ($MTCO_2e$ per year) when amortized over 30 years (or a total of 319.55 $MTCO_2e$ in 30 years).

- *Area Source*. The project would directly result in 16.55 $MTCO_2e$ per year from area source emissions; refer to Table 4.8-1.

- *Mobile Source*. CalEEMod relies upon trip generation rates from the Transportation Analysis Memo and project specific land use data to calculate mobile source emissions. Project-generated vehicle emissions were estimated using CalEEMod as well as the CARB's EMission FACtor Model 2017 (EMFAC2017). According to the Transportation Analysis Memo, the proposed project would generate a net decrease of 7 daily trips compared to the existing conditions. Although the project would generate fewer daily trips than existing conditions, the VMT associated with the proposed project would be higher than existing conditions

[9] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

due to the change in land use and associated trip lengths. Therefore, the project would result in a net increase of approximately 154.84 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Burbank Water and Power (BWP) would provide electricity to the project site. The project would indirectly result in 183.43 $MTCO_2e$ per year due to energy consumption; refer to Table 4.8-1.

- *Water Demand*. The project operations would result in a demand of approximately 4.96 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 33.92 $MTCO_2e$ per year; refer to Table 4.8-1.

- *Solid Waste*. Solid waste associated with operations of the proposed project would result in 4.46 $MTCO_2e$ per year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 403.85 $MTCO_2e$ per year.

Consistency with Applicable GHG Plans, Policies, or Regulations

The following discussion analyzes the project's consistency with the GGRP, 2020-2045 RTP/SCS, and 2017 Scoping Plan. As previously noted, the GGRP is not a qualified GHG reduction plan under CEQA that the proposed project could tier the analysis of GHG emissions from, and City has not yet adopted a such plan**.** Therefore, the project's consistency with the GGRP has been included for informational purposes only.

Burbank2035 Greenhouse Gas Reduction Plan

As previously discussed, the GGRP identifies both mandatory and voluntary GHG reduction measures that would apply to different types of future projects. The GGRP requires all new projects to comply with these codes and ordinances, as applicable. Project consistency with the mandatory GGRP measures is discussed in Table 4.8-2, *Consistency with the City's Greenhouse Gas Reduction Plan*.

As depicted in Table 4.8-2, the proposed project would be consistent with the City of Burbank's GGRP. It should be noted that at this time the project has not identified design features related to energy efficiency or renewable energy. However, the project is required comply with GGRP Measures E-1.1 and E-2.1, which require projects to exceed Title 24 energy efficiency standards by 15 percent and provide 10 percent of the expected energy needs from on-site renewable sources. Compliance with GGRP Measures are required as project conditions of approval. As the project would be consistent with the City's GGRP, impacts would be less than significant in this regard.

Table 4.8-2
Consistency with the City's Greenhouse Gas Reduction Plan

GGRP Mandatory Measure	Project Consistency
Measure E-1.1: Energy Efficiency in New Construction	**Consistent.** This measure requires compliance with Title 24 Tier 1 of the California Code of Regulations (e.g., exceed current efficiency standards by 15 percent) beginning January 1, 2015. The project has not yet defined design features related to energy efficiency. However, compliance with Measure E-1.1 is required as a project condition of approval to ensure compliance with this policy and that the project design incorporates a 15 percent reduction in energy consumption.
Measure E-1.2: Energy Efficiency Retrofits	**Not Applicable.** This measure reduces energy-related emissions (i.e., electricity and natural gas) resulting from retrofitting existing residential units and commercial properties. As the project proposes a new mixed-use development, retrofits would not apply.
Measure E-1.7: Building Shade Trees	**Not Applicable.** This measure requires the planting of shade trees next to single-family residential units to reduce energy-related emissions. The project proposes a mixed-use and does not include single-family residential units; therefore, shade trees would not apply. However, it is acknowledged that the project proposes a mix of trees on-site. New trees would be incorporated at ground level, as well as common patio areas on aboveground floors; refer to Exhibits 2-5a, 2-5b, and 2-5c.
Measure E-2.1: Renewable Energy Requirements	**Consistent.** This measure requires multi-family residential and commercial developments to provide 10 percent of the buildings modeled energy use from renewable sources. Specifically, this measure requires the installation of solar hot water heaters in residential units and installation of grid-connected photovoltaic (PV) systems in residential and commercial uses. Based on Table B-6 of the GGRP, the project would be required to install solar water heaters for three percent of the residential units and five percent of the retail space. The project has not yet defined design features related to energy efficiency. However, compliance with Measure E-2.1 is required as a project condition of approval to ensure compliance with this policy. It should be noted that the City has found that some projects have found it infeasible to provide 10 percent of the building's modeled energy use from renewable resources.
Measure T-2.1: Transportation Management Organization Expansion	**Consistent.** This measure requires participation rates in the City's Transportation Management Organization (TMO) to reduce vehicle miles traveled (VMT). The proposed project would not participate in the City's TMO. However, the project is an infill development and is located less than 0.10-mile from local bus lines. Further, the project area is located within a transit priority area (TPA) and is on a high-quality transit corridor (HQTC). Additionally, the project would provide three bicycle racks (two spaces per rack) near the proposed pocket park to promote an alternative transportation option.
Measure SW-1.1: Food Scrap and Compostable Paper Diversion Ordinance **Measure SW-1.2**: Yard Waste Diversion Ordinance **Measure SW-1.3**: Lumber Diversion Ordinance	**Consistent.** Measure SW-1.1 assumes that residential and commercial uses will divert 75 percent and 90 percent, respectively, of food scraps and compostable paper from landfills by 2020. Although the ordinances identified in SW-1.1, SW-1.2, and SW-1.3 have not yet been adopted by the City, waste produced by the project would be required to comply with the provisions of State Assembly Bill 939 (AB 939) and AB 341, requiring diversion of 50 percent of a jurisdiction's solid waste stream and 75 percent diversion of commercial waste, respectively.

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 4.8-3, *Consistency with the 2020-2045 RTP/SCS* shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The project consists of a mixed-use infill development located in a TPA, including a HQTC. The project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and west, and there are existing Metro bus stops along the project's northern and eastern frontage. The proposed ground level pocket park, landscaping, and retail/restaurant uses and associated outdoor dining areas would also contribute towards the pedestrian-oriented nature of the project area. Furthermore, the project site is located in an urbanized area and in close proximity to existing residential and commercial development. The proposed project would also be within walking and biking distance of residential and commercial uses. The project would provide bicycle parking spaces in accordance with CALGreen Code. Therefore, the project would focus growth near destinations and mobility options.

Table 4.8-3 [cont'd]
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** The proposed project consists of a mixed-use development, including 49 affordable housing units. The project is also proposing a 35 percent density bonus, beyond the allowed density (i.e. 58 dwelling units per acre), by providing 11 percent of the total proposed units (four units) for very low income households. Furthermore, the project would support mixed-use developments with housing nearby commercial and job centers. As such, the proposed project would help increase housing while promoting a mixed-use development within a compact area with potential jobs, commercial uses, as well as access to a TPA. The project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would be required to install electric vehicle (EV) charging stations, designated EV parking, as well as bike parking and storage in accordance with the 2019 Title 24 standards and CALGreen Code. Additionally, the 2019 Title 24 standards require photovoltaic solar panels on residential development. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed project would be located in a TPA, which would promote alternative modes of transportation. The project would include a pocket park with landscaped planters, trees, and seating. The project would also include common open space areas with fire pits, seating areas, barbecues, benches, and roof decks, among others. Further, the project would comply with sustainable practices included in the 2019 Title 24 standards and CALGreen Code, such as installation

Table 4.8-3 [cont'd]
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
(CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy		of photovoltaic solar panels and EV charging stations. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project consists of a mixed-use infill development in an urbanized area and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The project would also incorporate approximately 10,680 square feet of public open space, including a public pocket park space. The project would be required to comply with 2019 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

Source: Southern California Association of Governments, *2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

Consistency with the 2017 CARB Scoping Plan

The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions would be adopted as required to achieve statewide GHG emissions targets. Provided in Table 4.8-4, *Consistency with the 2017 Scoping Plan*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2017 Scoping Plan.

Table 4.8-4
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The proposed project would not be an electrical provider or would delay the goals of SB 350. Furthermore, the project would utilize electricity from BWP which would be required to comply with SB 350. As such, the project would be in compliance with SB 350.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**Consistent.** Motor vehicles driven within the project area would be required to use LCFS complaint fuels, thus the project would be in compliance with this goal.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**Consistent.** The proposed project would include residential and commercial uses which may include light- and heavy-duty truck uses. Trucks uses associated with the project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The proposed project would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. Furthermore, the project would comply with the 2019 Title 24 standards and CALGreen Code, which requires the installation of EV charging stations and designated EV parking spaces. As such, the project would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	
Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	**Consistent.** As described above, truck uses associated with the project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the project would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030, as the project would comply with all future applicable regulatory standard adopted by CARB.

Table 4.8-4 [cont'd]
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	**Consistent.** The project would not emit a large amount of CH_4 (methane) emissions; refer to Table 4.8-1. Furthermore, the project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. As such, the proposed project would not conflict with the SLCP reduction strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	**Consistent.** As shown in Table 4.8-3, the project would be consistent with the 2020-2045 RTP/SCS and would not conflict with the goals of SB 375.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	**Not Applicable.** As seen in Table 4.8-1, the project would generate 403.85 $MTCO_2e$/year, which is below the 25,000 $MTCO_2e$/yr Cap-and-Trade screening level. Therefore, the project would not conflict with this goal.
Source: California Air Resources Board, *2017 Scoping Plan*, November 2017.	

Conclusion

The plan consistency analysis provided above demonstrates that the proposed project complies with, or exceeds, the plans, policies, regulations and GHG reduction actions/strategies outlined in the GGRP, 2020-2045 RTP/SCS, and 2017 Scoping Plan. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Thus, as the project does not conflict with the GGRP, 2020-2045 RTP/SCS, or the 2017 Scoping Plan, the project specific impacts with regard to climate change would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

This section is primarily based upon the following technical studies; refer to Appendix E, Phase I and II Environmental Site Assessments:

- *Phase I Environmental Site Assessment, 3700 W. Riverside Dr., Burbank, CA 91505* (Phase I ESA), prepared by ENCON Solutions, Inc., dated December 10, 2009; and
- *Phase II Environmental Site Assessment, 3700 West Riverside, Burbank, CA 91505* (Phase II ESA), prepared by ENCON Solutions, Inc., dated February 9, 2015.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project demolition/construction would be less than significant.

Operations

The project site is currently developed with a carwash facility. Professional carwash facility regularly generates wastewater that contains various chemicals from cleaning and finishing products, oil, and grease. As such, implementation of the proposed project would reduce risk associated with the routine handling, use, and transport of hazardous materials, as hazardous materials are not typically associated with residential or commercial restaurant/retail uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, there is limited potential for activities of this nature to cause a significant hazardous condition. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. As such, impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact With Mitigation Incorporated. One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractors would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Construction activities could also result in accidental conditions involving existing on-site contamination. The following analysis considers past and current uses of the project site, which could have resulted in existing on-site soil, soil vapor, and/or groundwater contamination, which could cause accidental conditions during site disturbance activities.

Historical Uses

Based on the Phase I ESA, the project site was developed with a residential dwelling and detached garage along the western boundary in 1938. By the 1940s, a gas station was developed at the northeast portion of the site. The site remained unchanged until 1956 when the gas station was replaced with the current Lakeside Carwash. The Lakeside Carwash continued to offer gasoline fueling via underground storage tanks (USTs) located at the northeast corner and western portion of the site. Fueling operations were discontinued in 1999. The fueling system and USTs were removed from the site. The following is a discussion of past UST removal activities that occurred between 1988 and 1999.

- *January 1988*: A 4,000-gallon gasoline UST was removed from the northeast corner of the site with closure granted on June 21, 1988.

- *July 1989*: Two 10,000-gallon gasoline USTs were removed from the site. One UST was located in the northeast corner of the site and the other was located immediately to the northwest of the carwash building. Soil samples revealed non-detect levels for the UST located northwest of the carwash building and minor levels of contaminants for the UST at the northeast corner. The maximum level of total petroleum hydrocarbons was reported at 80 micrograms per kilogram (mg/kg), toluene was reported at 0.4 mg/kg, ethylbenzene was reported at 0.2 mg/kg, and total xylenes was reported at 3.0 mg/kg. The site received closure from the Los Angeles County Department of Public Works on August 17, 1989.

- *August 1999*: After removal of the 10,000-gallon gasoline UST to the northwest of the carwash building, a 12,000-gallon double-walled gasoline UST was installed in the same pit in 1989. This tank remained the sole UST until all fueling operations ceased in August 1999 when the 12,000-gallon UST was removed. Approximately 100 cubic yards of soil was excavated during the tank removal. No evidence of petroleum contamination was observed in the tank pit following removal. However, elevated concentrations of methyl tert-butyl ether, total petroleum hydrocarbons, and xylenes were reported in soil samples and in samples collected from beneath the dispenser islands. The Burbank Fire Department issued a case closure letter on July 25, 2001.

Given the past detected levels of petroleum hydrocarbons and other hazardous compounds associated with the former USTs and fuel islands as well as the current clarifier operating as part of the car wash facility, a Phase II ESA consisting of a limited subsurface investigation was conducted in January 2015. Results of the Phase II ESA indicated the absence of total petroleum hydrocarbons as gasoline range organics, total petroleum hydrocarbons as diesel range organics, total petroleum hydrocarbons as oil range organics, benzene, toluene, ethylbenzene, and total xylenes, and methyl tertiary butyl ether above practical laboratory reporting limits in soil. Additionally, trace amounts of Resource Conservation and Recovery Act (RCTA) metals[1] were detected below regulatory screening levels in on-site soil (which is common in an urban environment). As no findings indicative of a release from past on-site uses were noted, the Phase II ESA concluded that no release of petroleum hydrocarbon and fuel volatile organic compounds has likely occurred on-site. Additionally, based on the Phase I ESA, no evidence of contaminated groundwater underlying the project site was noted. As such, potential hazardous conditions associated with past on-site uses would are less than significant.

[1] The Resource Conservation and Recovery Act (RCTA) monitors a group of eight heavy metals, including arsenic, barium, cadmium, chromium, lead, mercury, selenium and silver, that are considered environmentally hazardous. This group of eight metals are commonly referred to as RCTA 8s.

Demolition of Existing Structures

Due to the age of the existing buildings on-site, constructed prior to 1978, demolition activities associated with the proposed project could result in the accidental release of hazardous materials, including asbestos-containing materials (ACMs) and/or lead-based paint (LBP). Thus, the project would be required to comply to Mitigation Measure HAZ-1 requiring the use of a certified building inspector conduct a survey prior to demolition of on-site structures. Should potential hazardous materials be present, the building inspector shall recommend appropriate abatement procedures, in accordance with existing local, State, and Federal law, prior to initiation of any demolition activities. Compliance with Mitigation Measure HAZ-1 would reduce potential impacts in this regard to less than significant levels.

Operation

Refer to Response 4.9(a) for a description of impacts related to project operations. Upon adherence to existing regulations related to hazards and hazardous materials safety, impacts pertaining to the potential for accidental conditions during project operations would be less than significant.

Mitigation Measures:

HAZ-1 Prior to demolition of existing on-site structures, the project applicant shall retain a State-certified building inspector to complete and submit a survey of potential hazardous building materials (including, but not limited to, asbestos containing-materials [ACMs] and lead-based paints [LBP]) to the City of Burbank Community Development Department for review and comment and to the City Engineer for approval. Should hazardous materials be identified, removal shall be performed by a State-certified contractor in accordance with the existing local, State, and Federal laws and regulations, including South Coast Air Quality Management District (SCAQMD) Rule 1403. Should LBPs be identified, LBPs shall be removed and disposed of in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. The project applicant shall inform the City Engineer, via monthly compliance report, of the date when all identified hazardous building materials/waste, if any, are properly removed from the project site.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within 0.25-mile of the project site. The closest schools to the project site include Robert Louis Stevenson Elementary School, approximately 0.4-mile to the north, and Providence High School, approximately 0.65-mile to the north. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations,

to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.[2] Thus, no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest airport to the project site is the Hollywood Burbank Airport located approximately 2.9 miles to the north. According to the Los Angeles Airport Land Use Commission's *Airport Influence Area - Burbank/Glendale/Pasadena Airport Map*, the project site is located outside of the Hollywood Burbank Airport influence area.[3] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive airport noise levels or safety hazards. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. All construction staging would occur within the boundaries of the project site and would not interfere with circulation along Riverside Drive, North Hollywood Way, West Olive Avenue, Screenland Drive, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, the project Applicant would be required to obtain encroachment permit(s) from the City's Public Works Department (Municipal Code Title 7, Chapter 3, Article 7, *Encroachment on City Property*), which would ensure that appropriate access/circulation would be provided within the project area during project construction. Additionally, the project's site access and internal circulation would be reviewed by the City Engineer and the BFD to ensure emergency access requirements are met. Therefore, project implementation is not expected to impair or interfere with any adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the California Department of Forestry and Fire Protection's Very High Fire Hazard Severity Zone Map, the project site is not designated as a very high fire hazard severity zone under local or State responsibility.[4] Additionally, the project site and surrounding area are built out and urbanized. As an infill development in an urban

[2] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed July 17, 2020.

[3] Los Angeles Airport Land Use Commission, *Airport Influence Area - Burbank/Glendale/Pasadena Airport Map*, http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf, May 13, 2003.

[4] California Department of Forestry and Fire Protection, Very High Fire Hazard Severity Zones in LRA (map), As Recommended by CALFIRE, September 2011.

setting, project implementation is not anticipated to expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
4) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The information presented in this analysis is based on the *Final Hydrology Report, Mixed-Use Development, 3700 W. Riverside Drive, Burbank* (Hydrology Study), prepared by RHYTON Engineering (dated April 22, 2020); refer to Appendix F, *Hydrology Study*.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharge. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCBs) to preserve, protect, enhance, and restore water quality. The City of Burbank is within the jurisdiction of the Los Angeles RWQCB.

Construction

The proposed project may result in water quality impacts during short-term construction activities. Project-related grading activities would expose soils to wind and water erosion. As construction activities would disturb less than one acre, the project would not be required to obtain coverage under the NPDES Construction General Permit. However,

the Los Angeles RWQCB requires all municipalities within its jurisdiction, including the City, to comply with the water quality objectives in its *Stormwater Quality Management Plan* (SQMP). The SQMP is designed to ensure that stormwater produced from a proposed development does not exceed the limitation of any receiving waters and water quality standards. Under the SQMP, development projects within the County of Los Angeles are required to obtain permits for water pollution generated by stormwater. These permits, known as Municipal Separate Storm Sewer Systems (MS4) permits, are part of the NPDES program. All development projects within the County are required to comply with the SQMP.

Further, the City administers the Standard Urban Stormwater Mitigation Plan (SUSMP) Ordinance (Ordinance No. 13-3,848), as detailed in the City's *Municipal Storm Water And Urban Runoff Discharges Manual* to ensure new developments comply with the SQMP. The SUSMP contains a list of minimum best management practices (BMPs) that must be employed during construction to reduce pollutant discharge to stormwater conveyance systems pursuant to Municipal Code Section 9-3-407, *Best Management Practices (BMPs)*. Upon adherence to all applicable laws and regulations, such as the Los Angeles RWQCB's SQMP and City's SUSMP, construction-related project impacts to water quality standards would be reduced to less than significant levels.

Operations

As discussed above, the project is subject to the City's SUSMP Ordinance, which requires new developments to implement operational BMPs that help infiltrate or treat stormwater runoff, control peak flow discharge, and reduce post-development pollutant discharge to the City's stormwater conveyance systems. Additionally, the project would be required to comply with the Los Angeles RWQCB's water quality standards in its SQMP. Following compliance with existing regulations would ensure the project does not violate any water quality standards or waste discharge requirements. Therefore, long-term water quality impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project is located within the San Fernando Basin. According to the Burbank2035 EIR, the San Fernando Basin's groundwater levels have been steadily declining over the past thirty years. However, the project site is almost entirely impervious and developed as a carwash facility; therefore, it is not currently used for groundwater extraction or groundwater recharge purposes. As detailed in the Hydrology Study, project development would reduce impervious surfaces on-site from approximately 98 to 86 percent by installing LID planter boxes and landscaped areas throughout the site. Further, as analyzed in Section 4.19, *Utilities and Service Systems*, the City's water services are available to serve the proposed project's water demands from existing supplies and facilities. As such, implementation of the proposed project would not substantially decrease groundwater supplies within the San Fernando Basin or interfere substantially with groundwater recharge in the region such that the project may impede sustainable groundwater management of the basin. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The project site is located within an urbanized area and is mostly paved with asphalt. Currently, stormwater from the project site drains via uncontrolled sheet flow from west to east and mostly drains over the existing curb cuts into the street gutters in North Screenland Drive, Riverside Drive, and Hollywood Way. Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. However, as stated above, the project would be subject to compliance with the requirements set forth in the Los Angeles RWQCB's SQMP and City's SUSMP; refer to Response 4.10(a). Implementation of BMPs in compliance with the SQMP and SUSMP would reduce the volume of sediment-laden runoff discharging from the site during project construction, and less than significant impact would occur in this regard.

At project completion, runoff would be collected in a system of drain inlets and pipes and conveyed to proposed raised flow-thru low impact development (LID) planter boxes around the project perimeter or be captured in landscaped areas on-site. The LID planters are sized to collect and filter runoff volumes generated by the 85th percentile design storm. If the planter capacities are exceeded, stormwater overflow would flow into the existing street gutters, similar to existing conditions. The project would not include large areas of exposed soils that would be subject to runoff; rather, any unpaved landscaped areas (e.g., the pocket park, common open space, and private patios/yards) would be planted with groundcover, shrubs, and ornamental trees to minimize the potential for erosion/siltation; refer to Exhibit 2-5a, *Conceptual Landscape Plan – Ground Floor*, through Exhibit 2-5c, *Conceptual Landscape Plan – Mezzanine/Roof*. In addition, as discussed above, the project would also be subject to existing regulatory requirements. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As stated above, runoff would be collected in a system of drain inlets and pipes and conveyed to proposed LID planter boxes around the project perimeter or captured in landscaped areas on-site. The LID planters are sized to collect and filter runoff volumes generated by the 85th percentile design storm. If the planter capacities are exceeded, stormwater overflow would flow into the existing street gutters, similar to existing conditions. According to the Hydrology Study, development of the proposed project would result in less runoff volume compared to existing conditions; refer to Table 4.10-1, *Existing and Proposed Stormwater Runoff Conditions*. As shown, the proposed storm drain facilities would reduce peak flow rates per acre from 2.09 cubic feet per second under existing conditions to 2.01 cubic feet per second under post-development conditions for a 50-year storm event. Additionally, stormwater runoff volumes would decrease from 12,063 cubic feet under existing conditions to 10,791 cubic feet under post-development conditions for a 50-year storm event. Thus, project development would not substantially alter the existing drainage pattern of the site or area in a manner that would result in flooding on- or off-site. Less than significant impacts would occur in this regard.

Table 4.10-1
Existing and Proposed Stormwater Runoff Conditions

Land Use	Area (acres)	Time of Concentration (min)	Peak Flow Rate per Acre (cfs)	24-Hour Runoff Volume (cf)
Existing Conditions (50-year storm event)	0.584	5	2.09	12,063
Proposed Condition (50-year storm event)	0.584	5	2.01	10,791
Proposed Condition (25-year storm event)	0.584	5	1.76[1]	--
Notes: cfs = cubic feet per second, cf = cubic feet 1. The 25-year storm discharges were calculated using a conversion ratio of 0.878 (Q_{25} = 0.878 x Q_{50}).				
Source: RHYTON Engineering, Final *Hydrology Report, Mixed-Use Development, 3700 W. Riverside Drive, Burbank*, April 22, 2020.				

Mitigation Measures: No mitigation measures are required.

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Refer to Responses 4.10(c)(1) and 4.10(c)(2).

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Response 4.10(c)(2).

Mitigation Measures: No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency's *National Flood Hazard Layer FIRMette*, the project site is not located within a 100-year flood hazard area.[1] No impacts would occur in this regard.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located over 13 miles inland from the Pacific Ocean, a sufficient distance so as to not be subject to tsunami impacts. No impacts would occur in this regard.

[1] Federal Emergency Management Agency, *FEMA Flood Map Service Center: National Flood Hazard Layer FIRMette*, https://msc.fema.gov/portal/home, accessed July 22, 2020.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. The City is located within the San Fernando Basin, which is ranked as a "very low" priority basin.[2] Therefore, there is no groundwater sustainability plan established for the San Fernando Basin.

The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs. The Basin Plan defines the beneficial uses, water quality objectives, implementation programs, and surveillance and monitoring programs for waters of the coastal drainages in the Los Angeles region. The project would be required to comply with NPDES requirements as discussed in Response 4.10(a) and thus, would not conflict with the Basin Plan. Further, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge; refer to Response 4.10(b). As such, upon compliance with all applicable regulations, the proposed project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[2] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp2018-dashboard/p1/, accessed July 24, 2020.

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4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	✓			

a) Physically divide an established community?

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. As indicated in Section 2.0, *Project Description*, the project site is currently developed with an existing carwash facility and is surrounded by a mixture of commercial and office uses. The closest residential communities are multi-family developments approximately 400 feet to the southwest along Kenwood Street and approximately 600 feet to the southeast along South Cordova Street. The project does not propose to construct any major infrastructure or utilities that could physically divide an established community in the project area. Rather, project development would provide condominiums and ground level commercial uses that complement the existing urbanized and mixed-use project area. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact.

General Plan Consistency

According to Burbank2035, the project site is designated Media District Commercial. The Media District Commercial designation is intended as a regional employment center comprised of a variety of media-oriented and commercial uses. In response to the development of several high-rise buildings and to limit traffic impacts in the area, the *Media District Specific Plan* was adopted in 1991. While much of the existing development in the area exceeds a 1.1 floor area ratio (FAR), new development within the Media District Commercial areas are limited to 1.1 FAR, consistent with the *Media District Specific Plan*, to limit traffic and other impacts to adjacent residential neighborhoods. The land use designation also has a maximum residential density of 58 units per acre with discretionary approval.

The project involves development of 49 condominium units and 2,000 square feet of ground level commercial use. Thus, the proposed commercial use has a 0.076 FAR and the residential component has a density of 80.3 units per acre. The project falls within the allowed 1.1 FAR but exceeds the maximum allowed residential density. However, the project includes an affordable housing component and requests a 35 percent density bonus beyond the allowed density for the 0.61-acre site by providing 11 percent of the total proposed units (four units) for very low income households pursuant to *Burbank Municipal Code* (Municipal Code) Section 10-1-635, *Calculation of Density Bonus and Number of Incentives and Concessions*. If approved, 13 additional units would be allowed, for a total of 49 condominium units. Therefore, upon approval of the density bonus request, the proposed project would be consistent with the Media District Commercial designation and its associated FAR and density requirements.

Further, as analyzed in Table 4.11-1, *Burbank2035 General Plan Land Use Consistency Analysis*, the project would be generally consistent with applicable Burbank2035 Land Use Element goals and policies with the exception of Policy 1.4, related to increased density limits, and Policy 3.10, related to changes to a potentially significant historical resource.

Table 4.11-1
Burbank2035 General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal 1: Burbank maintains a high quality of life by carefully balancing the needs of residents, businesses, and visitors.	
Policy 1.1: Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing.	Consistent. The proposed mixed-use development would provide a mix of residential, restaurant/retail, and public open space uses in the Media District area. The project would complement the adjacent commercial and office uses and provide existing and future residents, employees, and visitors with new living, recreation, and restaurant/retail choices.
Policy 1.3: Maintain and protect Burbank's residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.	Consistent. The closest existing residential developments to the project site are approximately 400 feet to the southwest along Kenwood Street and approximately 600 feet to the southeast along South Cordova Street. Thus, project development would not encroach into existing residential neighborhoods in the site vicinity.
Policy 1.4: With discretionary approval, allow for the density and intensity limits to be exceeded, by no more than 25%, for exceptional projects that advance the goals and policies of Burbank2035.	Inconsistent. The project is proposing a density bonus request of 35 percent to allow 11 additional units beyond the allowed density for the 0.61-acre project site. As such, the project is inconsistent with Policy 1.4.
Policy 1.6: Adapt economically underused and decaying buildings, consistent with the character of surrounding districts and neighborhoods, to support new uses that can be more successful.	Consistent. While operational, the existing carwash facility on-site is underutilized and not consistent with the character of the City's Media District, which is intended as a regional employment center comprised of a variety of media-oriented and commercial uses. The proposed project would demolish the existing carwash and develop a mixed-use building with residential units on top of ground level retail/restaurant use, which better utilizes the site and complements nearby uses.

Table 4.11-1 [cont'd]
Burbank2035 General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Policy 1.8: Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.	Consistent. As stated, the project site is designated Media District Commercial with an allowed FAR of 1.1 and maximum residential density of 58 units per acre. The proposed retail/restaurant use has a 0.076 FAR and the residential component has a density of 80.3 units per acre. As such, the project falls within the allowed 1.1 FAR but exceeds the maximum allowed residential density. Nevertheless, the project includes an affordable housing component and requests a 35 percent density bonus beyond the allowed density for the 0.61-acre site by providing 11 percent of the total proposed units (four units) for very low income households pursuant to Municipal Code Section 10-1-635, *Calculation of Density Bonus and Number of Incentives and Concessions*. If approved, 13 additional units would be allowed, for a total of 49 condominium units. Therefore, upon approval of the requested density bonus request, the proposed project would be consistent with the Media District Commercial designation and its associated FAR and density requirements.
Goal 2: Burbank is committed to building and maintaining a community that meets today's needs while providing a high quality of life for future generations. Development in Burbank respects the environment and conserves natural resources.	
Policy 2.3: Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.	Consistent. The project applicant would be responsible for public infrastructure improvements, including water, sewer, stormwater, and dry utility facilities required to serve the proposed uses on-site; refer to Section 4.19, *Utilities and Service Systems*.
Policy 2.5: Require the use of sustainable construction practices, building infrastructure, and materials in new construction and substantial remodels of existing buildings.	Consistent. The project would be required to comply with the 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.
Policy 2.6: Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy consumption, water consumption, and stormwater runoff.	Consistent. Refer to response to Policy 2.5.

Table 4.11-1 [cont'd]
Burbank2035 General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal 3: Burbank's well-designed neighborhoods and buildings and enhanced streets and public spaces contribute to a strong sense of place and "small town" feeling reflective of the past.	
Policy 3.4: Avoid abrupt changes in density, intensity, scale, and height and provide gradual transitions between different development types.	Consistent. The proposed mixed-use building would be seven stories tall. While this is substantially taller than the existing one-story carwash facility on-site, it complements the height and scale of adjacent office buildings in the Media District area. The Business Arts Plaza building directly to the east across Hollywood Way is eight stories tall; the Toluca Lake Center building directly to the west across Screenland Drive is six stories tall; and the Warner Brothers Studios Building 151 to the south is four stories tall. Thus, the proposed building would not result in abrupt changes in density, intensity, scale, or height with other neighboring buildings.
Policy 3.5: Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces.	Consistent. The proposed building architecture is contemporary with exterior building materials consisting of concrete, insulated glazing, translucent glass, wood cladding, aluminum mullions, metal panels, corrugated metal cladding, and stucco cement plaster, among others. The building exterior would include a combination of colors including gray, blue, white, bronze, and light brown (wood cladding). Exterior ground level windows would be floor to ceiling and entryways would include integrated signage and decorative screening to highlight the entrances to the commercial space and residential lobby. Decorative lighting fixtures and raised concrete planters would be installed throughout the mixed-use development. Thus, the proposed building would have high quality architecture and design that complements the Media District area.
Policy 3.6: Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics.	Consistent. The project proposes a marquee sign at the northeast corner of the proposed building with translucent glass and painted aluminum mullions to identify the building address with "3700." Additionally, the existing Googie-architecture pylon carwash sign located at the northeast corner of the site would be relocated to the northwest corner at the entrance to the pocket park. No other large building signs are proposed. The proposed marquee sign would be attractive and compatible with neighboring building signs.
Policy 3.7: Ensure that lots and buildings appropriately interact with and address public streets.	Consistent. The project is located on the corner of Riverside Drive and Hollywood Way with project frontage on both roadways. The project proposes ground level retail/restaurant uses with outdoor dining areas along the northeast corner, a public pocket park on the northwest corner, and landscaped planters surrounding the proposed building. Thus, the project provides an attractive and active building frontage along Riverside Drive, Hollywood Way, and Screenland Drive.

Table 4.11-1 [cont'd]
Burbank2035 General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Policy 3.10: Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.	Inconsistent. The project proposes to demolish the Lakeside Car Wash building and construct a mixed-used development. The project would relocate the existing Googie-architecture pylon carwash sign located at the northeast corner of the site to the northwest corner at the entrance to the proposed pocket park. Section 4.5, *Cultural Resources*, identifies the Lakeside Car Wash building as eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and for designation as a Burbank Historic Resource. As such, the existing Lakeside Car Wash building is considered a potential historical resource pursuant to CEQA Section 15064.5. Project implementation would materially impair the Lakeside Car Wash building and could cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the CEQA Guidelines.
Policy 3.12: Require that new development tie into the City's grid street pattern.	Consistent. The project does not propose any changes to the adjacent roadways and thus, would not change or conflict with the City's grid street pattern.
Policy 3.13: Limit creation of flag lots and require that every lot have direct interface with a public street.	Consistent. The project site is a rectangular lot with three roadway facing sides. The site would continue to have direct interface with Riverside Drive, Hollywood Way, and Screenland Drive.
Goal 4: Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community	
Policy 4.2: Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.	Consistent. The proposed project would provide an approximately 1,964-square foot public pocket park at the northwest corner of the site with landscaped planters, trees, and seating; refer to Exhibit 2-5a, *Conceptual Landscape Plan – Ground Floor*.
Policy 4.4: Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.	Consistent. Pursuant to Municipal Code Section 10-1-1114, *Art in Public Places*, prior to the issuance of a building permit, the project would be required to include a work of art in the proposed pocket park or pay an in-lieu fee to the City's Art in Public Places Fund.
Policy 4.5: Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.	Consistent. The project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and west, and there are existing Metro bus stops along the project's northern and eastern frontage. The proposed ground level pocket park, landscaping, and retail/restaurant uses and associated outdoor dining areas contribute towards the pedestrian-oriented nature of the project area.
Policy 4.6: Provide adequate open space and amenities in residential projects that encourage residents to gather and that supplement public open spaces.	Consistent. The project would provide several residential amenities, including a lobby, community room, gym, and pocket park on the ground level. Common open space is also proposed on the ground level, second floor, and rooftop. The open space areas would include a variety of amenities, including fire pits, seating areas, barbecues, benches, and roof decks, among others. Additionally, private patios and/or balconies are provided for each residential unit. In total, the project would provide approximately 10,680 square feet of public open space and 10,938 square feet of private (residential) open space.

Table 4.11-1 [cont'd]
Burbank2035 General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Policy 4.8: Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.	Consistent. A 61-space underground parking level is proposed on-site and would be accessed from behind the proposed building via a gated ramp off of Screenland Drive. The project also provides a 29-space ground level parking lot behind the proposed building, accessed via Hollywood Way.
Policy 4.10: Require new development projects to provide adequate low-water landscaping.	Consistent. The project would be required to comply with CALGreen standards regarding water efficiency and conservation, including landscaped areas.
Policy 4.12: Underground utilities for new development projects and projects within designated undergrounding districts.	Consistent. Similar to existing conditions, all utilities would be underground.
Goal 5: Burbank provides housing options for people and families with diverse needs and resources.	
Policy 5.2: Encourage areas of mixed-density and mixed-housing types in commercial corridors to allow people with diverse housing needs to live and interact in the same neighborhood.	Consistent. The proposed development is a mixed-use project and thus, would encourage residents to live and work along the Riverside Drive commercial corridor.
Policy 5.3: Provide more diverse housing opportunities, increase home ownership opportunities, and support affordable housing by encouraging alternative and innovative forms of housing.	Consistent. The project would provide 49 condominium units, four of which would be developed as affordable housing units for very low income households.
Policy 5.4: Allow residential units in traditionally non-residential areas, and support adaptive reuse of non-residential buildings for residential and live-work units in Downtown Burbank and other appropriate locations.	Consistent. The Media District area is intended as a regional employment center comprised of a variety of media-oriented and commercial uses. Much of the project area is developed with commercial and office buildings; however, there are existing residential neighborhoods as well. The project would introduce a mixed-use building with residential and commercial components to encourage future residents to live and work in the Media District.
Policy 5.5: Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.	Consistent. The project proposes a higher density mixed-use residential development in the Media District, which would encourage future residents to live and work in the project vicinity. Future residents would also be able to make use of the existing Metro bus stops along the project's northern and eastern frontage.
Source: City of Burbank, *Burbank2035 General Plan*, February 19, 2013.	

As shown in Table 4.11-1, the project would be consistent with all applicable policies in the Burbank2035 Land Use Element with the exception of Policies 1.4 and 3.10. As such, the proposed project would be generally consistent with the General Plan policies, except for the adopted historical resources policies (intended to avoid or mitigate historical resource effects). As such, potentially significant impacts pertaining to historical resource impacts will be considered in the EIR.

Media District Specific Plan Consistency

As stated, the project is located within the *Media District Specific Plan* (Specific Plan) area. The Specific Plan is intended to allow sufficient and reasonable development opportunity for media and commercial establishments and to ensure all new development can be accommodated by existing or funded infrastructure and public services. The

Specific Plan also contains special land use and development requirements designed to maximize compatibility of commercial and media businesses with nearby residences.

The project site is zoned Media District General Business (MDC-3) within the Riverside Drive Corridor of the Specific Plan. The Riverside Drive Corridor is developed with a mixture of smaller office buildings, restaurants, and assorted service/retail uses. These uses serve the businesses and employees of the Media District while also supplying many of the retail/service needs of adjacent residential neighborhoods. The Specific Plan includes several objectives to strengthen the existing small-scale, village-like characteristics of the Riverside Drive Corridor. Table 4.11-2, *Media District Specific Plan Riverside Drive Corridor Consistency Analysis*, analyzes the project's consistency with such objectives. As detailed, the project would be consistent with the Specific Plan objectives for the Riverside Drive Corridor.

Table 4.11-2
Media District Specific Plan Riverside Drive Corridor Consistency Analysis

Relevant Policies	Project Consistency Analysis
Encourage one and two-story buildings. Prohibit buildings over three stories in height west of Pass Avenue.	Consistent. The proposed mixed-use building would be seven stories tall. While this is substantially taller than the existing one-story carwash facility on-site, it complements the height and scale of adjacent office buildings in the Media District area. The Business Arts Plaza building directly to the east across Hollywood Way is eight stories tall; the Toluca Lake Center building directly to the west across Screenland Drive is six stories tall; and the Warner Brothers Studios Building 151 to the south is four stories tall. Further, the project site also is not located west of Pass Avenue.
Require architecture which promotes the diversity of the street for a pedestrian environment.	Consistent. The project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the north, east, and west, and there are existing Metro bus stops along the project's northern and eastern frontage. The proposed ground level pocket park, landscaping, and retail/restaurant uses and associated outdoor dining areas, contribute towards the pedestrian-oriented nature of the project area. Additionally, the project proposes exterior floor-to-ceiling ground level windows and entryways with integrated signage and decorative screening to highlight the entrances to the commercial space and residential lobby. Decorative lighting fixtures and raised concrete planters would also be installed throughout the mixed-use development to promote the existing pedestrian environment.
Require landscaping which softens the appearance of the sidewalk/building interface and provides interest for pedestrians.	Consistent. As shown on Exhibit 2-5a, ground level landscaping is proposed along the northern, eastern, and western project boundaries that front Riverside Drive, Hollywood Way, and Screenland Drive. The project proposes ground level retail/restaurant uses with landscaped outdoor dining areas along the northeast corner, a public pocket park on the northwest corner, and landscaped planters surrounding the proposed building. Thus, the proposed landscaping would soften the appearance of the mixed-use building and provide an attractive and active building frontage.
Encourage the ground floor of future buildings to be used as retail.	Consistent. The project would provide approximately 2,000 square feet of ground level retail/restaurant use with condominium units above.

Source: City of Burbank, *Media District Specific Plan*, January 8, 1991.

The Specific Plan also includes allowed uses and development standards associated with MDC-3 zones, which are also detailed in the Municipal Code Article 21, Division 4, *Zone Media District General Business (MDC-3) Zone*. "Residential Above Commercial Use" is identified as a conditional use permitted within the MDC-3 zone. As such, a Conditional Use Permit is requested to allow the proposed use.

Additionally, Table 4.11-3, *Media District Specific Plan and Municipal Code Consistency Analysis*, evaluates the project's consistency with applicable development standards associated with the MDC-3 zone in the Specific Plan and Municipal Code.

Table 4.11-3
Media District Specific Plan and Municipal Code Consistency Analysis

	Development Standard	Proposed Project	Does Project Satisfy Requirement?
Minimum Lot Size	4,800 square feet	26,393 square feet	Yes
Minimum Street Frontage	20 feet	Approximately 242 feet along Riverside Drive	Yes
Minimum Lot Width (average)	40 feet	Approximately 85 feet	Yes
Maximum Floor Area Ratio	1.1	0.076	Yes
Maximum Density	58 units per acre	80.3 units per acre	Yes, upon approval of Density Bonus Request
Maximum Building Height	For sites greater than 500 feet from residential uses: 15 stories or 205 feet above average grade of lot, whichever is more restrictive	Seven stories; approximately 82 feet	Yes
Minimum Common Open Space	150 square feet per unit	10,680 square feet	Yes
Minimum Private Open Space	50 square feet per unit	10,938 square feet	Yes
Minimum Storage Space	60 cubic feet per unit	4,045 cubic feet	Yes
Minimum Off-Street Parking Spaces	Multi-family Residential Studio and 1-Bed: 1 space per unit; 2-Bed and 3-Bed: 2 spaces per unit; Commercial Use Restaurant/Retail: 5 spaces per 1,000 square feet	90 total spaces (80 residential spaces and 10 commercial spaces)	Yes, upon approval of reduced parking requirement under Conditional Use Permit
Minimum Building Setbacks			
From Street Right-of-Way	5 feet; buildings taller than 15 feet shall also have average setback of 20 percent of building height	Approximately 15 to 16 feet from Riverside Drive, North Hollywood Way, and North Screenland Drive	Yes
Minimum Parking Lot Setbacks			
From Street Right-of-Way	5 feet	15 feet from North Hollywood Way	Yes
Walls and Fences			
Maximum Wall Height at Front of Property	30 inches within 5 feet of an entrance	No walls; two- to four-foot high patterned concrete planters along Riverside	Yes

Table 4.11-3 [cont'd]
Media District Specific Plan and Municipal Code Consistency Analysis

	Development Standard	Proposed Project	Does Project Satisfy Requirement?
		Drive and North Hollywood Way	
Landscape Standards			
Areas of Public View Adjacent to and along Side/Rear Building Lines	1 tree for every 20 linear feet of front and exposed side yard	One tree per 20 linear feet along Hollywood Way and North Screenland Drive	Yes
Required Trees	Minimum 24-inch box size; or 5 gallon trees may be substituted for 15 gallon trees at a 2:1 ratio	24- to 36-inch box trees	Yes

Sources:
City of Burbank, *Media District Specific Plan*, January 8, 1991.
City of Burbank, *Burbank Municipal Code*, current through Ordinance 20-3,938, passed June 9, 2020.

Additionally, the following discretionary actions are requested as part of the project:

- *Development Review*. As detailed in Municipal Code Section 10-1-2116.5, *Development Review*, any structure(s) proposed in the MDC-3 zone is required to submit a site plan to the City for development review and approval.

- *Conditional Use Permit*. A Conditional Use Permit is requested to allow the proposed use (i.e., residential above commercial) in the MDC-3 zone and reduced parking requirement.

- *Density Bonus Request*. The project includes an affordable housing component and requests a 35 percent density bonus beyond the allowed density (58 units per acre) by providing 11 percent of the total proposed units (four units) for very low income households pursuant to Municipal Code Section 10-1-635, *Calculation of Density Bonus and Number of Incentives and Concessions*. If approved, 13 additional units would be allowed, for a total of 49 condominium units.

- *Tentative Condominium Map*. Per Municipal Code Section 11-1-105, *Subdivisions Requiring Tentative and Final Maps*, the project requires a Tentative Condominium Map to subdivide the property into five or more condominiums.

Based on the analysis above and upon approval of the requested entitlements, the proposed project would comply with applicable Specific Plan and Municipal Code development standards. However, as stated above, the proposed project could potentially conflict with Burbank2035 policies adopted with the intent to avoid or mitigate a historical resource effect. As such, potentially significant impacts pertaining to historical resource impacts will be considered in the EIR.

Mitigation Measures: Potential mitigation measures will be considered as part of the EIR.

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4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to Burbank2035 Open Space and Conservation Element, the project site is located within an area classified by the State Mining and Geology Board as Mineral Resource Zone (MRZ) 3, which indicates that the significance of mineral resources could not be evaluated from available data. Although there are some areas of the City identified as MRZ-2, a classification that indicates mineral resources may be present, Burbank2035 concludes that future mining activities would not occur in these areas due to the fact that much of these areas are developed and urbanized. As such, Burbank, including the project site, is not considered a source for mineral resources, and project development would not result in the loss of availability of known mineral resources. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation measures are required.

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4.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Regulatory Framework

State

State Office of Planning and Research Noise Element Guidelines

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). Table 4.13-1, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 4.13-1
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (L_{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial, Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: State of California Governor's Office of Planning and Research, *General Plan Guidelines*, July 2017.

Local

Burbank2035 General Plan

The *Burbank2035 General Plan* (Burbank2035) Noise Element (Noise Element) includes numerous goals, policies, and programs to regulate unwanted noise throughout the City. Certain areas of Burbank are subject to high noise levels from one or more of the following sources: freeways and arterial roadways, construction activities, machinery, industrial activities, railroads, and aircraft. Noise Element goals and policies minimize the effects of noise in the community, particularly in residential areas and near such noise-sensitive land uses as hospitals, convalescent and day care facilities, schools, and libraries. The Noise Element also describes best practices to protect residents and businesses from severe noise levels.

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

Policy 1.1: Ensure the noise compatibility of land uses when making land use planning decisions.

Policy 1.2: Provide spatial buffers in new development projects to separate excessive noise- generating uses from noise-sensitive uses.

Goal 7 - Construction, Maintenance, and Nuisance Noise: Construction, maintenance, and nuisance noise is reduced in residential areas and at noise-sensitive land uses.

Policy 7.1: Avoid scheduling city maintenance and construction projects during evening, nighttime, and early morning hours.

Policy 7.2: Require project applicants and contractors to minimize noise in construction activities and maintenance operations.

Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.

Policy 7.4: Limit the allowable hours of operation for and deliveries to commercial, mixed-use, and industrial uses located adjacent to residential areas.

Noise Standards and Land Use Compatibility

Burbank has developed land use compatibility standards, based on recommended parameters from the OPR, that rate compatibility using the terms normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Using these land use compatibility guidelines, the City has established interior and exterior noise standards. The City's land use compatibility standards are presented in Table 4.13-2, *Maximum Allowable Noise Exposure – Transportation Sources*.

Table 4.13-2
Maximum Allowable Noise Exposure – Transportation Sources

Land Use Category	Exterior Normally Acceptable[1] (dBA CNEL/L_{dn})	Exterior Possibly Acceptable[2] (dBA CNEL/L_{dn})	Exterior Normally Unacceptable[3] (dBA CNEL/L_{dn})	Interior Acceptable[4] (dBA CNEL/L_{dn} except where noted)
Residential, single-family	Up to 60	61-70	71 and higher	45
Residential, multi-family	Up to 65	66-70	71 and higher	45
Residential, multi-family mixed-use	Up to 65	66-70	71 and higher	45
Transient lodging	Up to 65	66-70	71 and higher	45
Hospitals; nursing homes	Up to 60	61-70	71 and higher	45
Theaters; auditoriums; music halls	Up to 60	61-70	71 and higher	35 dBA L_{eq}[5]
Churches; meeting halls	Up to 60	61-70	71 and higher	40 dBA L_{eq}
Playgrounds; neighborhood parks	Up to 70	71-75	75 and higher	--
Schools; libraries; museums[6]	--	--	--	45 dBA L_{eq}
Offices[7]	--	--	--	45 dBA L_{eq}
Retail/commercial[7]	--	--	--	--
Industrial	--	--	--	--

Notes:
1. Normally acceptable means that land uses may be established in areas with the stated ambient noise level, absent any unique noise circumstances.
2. Possibly acceptable means that land uses should be established in areas with the stated ambient noise level only when exterior areas are omitted from the project or noise levels in exterior areas can be mitigated to the normally acceptable level.
3. Normally unacceptable means that land uses should generally not be established in areas with the stated ambient noise level. If the benefits of the project in addressing other Burbank2035 goals and policies outweigh concerns about noise, the use should be established only where exterior areas are omitted from the project or where exterior areas are located and shielded from noise sources to mitigate noise to the maximum extent feasible.
4. Interior acceptable means that the building must be constructed so that interior noise levels do not exceed the stated maximum, regardless of the exterior noise level. Stated maximums are as determined for a typical worst-case hour during periods of use.
5. dBA L_{eq} is as determined for a typical worst-case hour during periods of use.
6. Within the Airport Influence Area, these uses are not acceptable above 65 dBA CNEL if subject to the City's discretionary review procedures.
7. Within the Airport Influence Area, these uses may be acceptable up to 75 dBA CNEL following review for additional noise attenuation; in excess of 75 dBA CNEL these uses are not acceptable.

Source: City of Burbank, *Burbank2035 General Plan Noise Element*, February 19, 2013.

The City's land use compatibility standards are based on the existing or intended future use of the property. The standards are purposefully general, and not every specific land use is identified. Application of the noise standards vary on a case-by-case basis according to location, development type, and associated noise sources. When stationary noise is the primary noise source, and to ensure that noise producers do not adversely affect noise-sensitive land uses, the City applies a second set of standards. These hourly daytime and nighttime performance standards (expressed in L_{eq}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive noise. Table 4.13-3, *Maximum Allowable Noise Exposure – Stationary Noise Sources*, summarizes stationary-source noise standards for various land use types, which represent acceptable noise levels at exterior spaces of the sensitive receptor.

Table 4.13-3
Maximum Allowable Noise Exposure – Stationary Noise Sources

Noise Source	Noise Level Descriptor	Exterior Spaces[2] - Daytime (7 a.m. to 10 p.m.)	Exterior Spaces[2] - Nighttime (10 p.m. to 7 a.m.)
Typical	Hourly dBA L_{eq}	55[1]	45[1]
Tonal, impulsive, repetitive, or consisting primarily of speech or music	Hourly dBA L_{eq}	50[1]	40[1]
Any	dBA L_{max}	75	65

Notes:
1. The City may impose noise level standards that are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.
2. Where the location of exterior spaces (i.e., outdoor activity areas) is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the exterior space.

Source: City of Burbank, *Burbank2035 General Plan Noise Element*, February 19, 2013.

The City has established non-transportation-related noise standards of 55 dBA hourly L_{eq} (L_{eq}[h]) for daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq}[h] for nighttime hours (10:00 p.m. to 7:00 a.m.), and land use compatibility noise standards of up to 65 dBA L_{dn} for outdoor activity areas and 45 dBA L_{dn} for interior spaces for institutional land uses. The City exempts construction noise that occurs between the hours of 7:00 a.m. to 7:00 p.m. weekdays, and 8:00 a.m. to 5:00 p.m. Saturdays. Construction noise is held to regular noise standards outside the hours listed above and on Sundays and federal holidays.

Burbank Municipal Code

The City of Burbank Noise Ordinance is contained within the *Burbank Municipal Code* (Municipal Code) *Title 9, Building Regulations; Chapter 3, Environmental Protection; Article 2, Noise Control.* The Noise Ordinance contains performance standards for the purpose of prohibiting unnecessary, excessive, and annoying sounds that, at certain levels and frequencies, are detrimental to the health and welfare of the city's residents. In addition, the Municipal Code identifies the days and hours that construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work can take place in the City.

The following sections of the City's Noise Ordinance are applicable to the proposed project.

9-1-1-105.8: Construction Hours.

The following construction hours shall apply to all construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work regulated by this code:

- Construction Hours:
  - Monday–Friday: 7:00 a.m. to 7:00 p.m.
  - Saturday: 8:00 a.m. to 5:00 p.m.
  - Sunday and City Holidays: None
  - Exception:
    - Single-family residential owner-builder permits when work is performed solely by the owner and family members:
      - Monday–Friday: 7:00 a.m. to 7:00 p.m.
      - Saturday: 8:00 a.m. to 5:00 p.m.
      - Sunday and City Holidays: 8:00 a.m. to 5:00 p.m.

- Where work must be performed in an emergency situation, as defined in Section 9-3-204 of the Burbank Municipal Code.
- The Community Development Director may grant exceptions wherever there are practical difficulties involved in carrying out the provisions of this section or other specific onsite activity warrants unique consideration.
- The Planning Board or City Council may grant exceptions pursuant to land use entitlements.

9-3-208: *Machinery, Equipment, Fans and Air Conditioning*.

- *Decibel Limit:* No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner as to cause the ambient noise level to be exceeded by more than five decibels. In the case of leaf blowers, as defined by Section 9-3-214 of this article, the ambient noise level may not be exceeded by more than 20 decibels.

- *Ambient Noise Base Level:* For the purposes of this section only, all ambient noise measurements shall commence at the following ambient noise base levels in the zones and during the times shown:

Noise Level (dB)	Time of Day	Land Use
45	Night	Residential
55	Any	Residential
65	Any	Commercial
70	Any	All Other

Accordingly, and by way of illustration, the ambient noise level in commercial zones shall be deemed to be 65 dBA notwithstanding a lower reading; provided, however, that when the ambient noise base level for the property on which the machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device is located is higher than the ambient noise base level for adjacent property, the ambient noise base level for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

Existing Conditions

Stationary Sources

The project area is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, commercial areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing noise in the project area is generated from vehicles traveling along State Route 134 (SR-134), Riverside Drive, and North Hollywood Way. According to Burbank2035, existing mobile source noise levels range from 65 to 70 dBA CNEL on the project site.[1,2]

[1] City of Burbank, *Burbank2035 General Plan: Noise Element*, Exhibit N-1, *Traffic Noise Contours*.

[2] The Community Noise Equivalent Level (CNEL) is a rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m.

Noise Measurements

On March 19, 2020, California Governor Gavin Newsom passed Executive Order N-33-20 in response to the growing spread of COVID-19.[3] Executive Order N-33-30 requires that all individuals living in the State of California shall stay at home or at their place of residence, except as needed to maintain continuity of the operations of the Federal critical infrastructure. As such, noise measurements conducted, while Executive Order N-33-20 was in effect, reflects lower ambient noise levels compared to pre-COVID-19 conditions. Therefore, existing ambient noise levels presented in Table 4.13-4, *Noise Measurements*, are considered conservative.

In order to quantify existing ambient noise levels in the vicinity of the project site, two noise measurements were taken on June 30, 2020; refer to Table 4.13-4. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken between 8:30 a.m. and 9:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 4.13-4
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Residential property (141 Kenwood Street)	55.3	51.8	67.1	92.3	8:50 a.m.
2	Bright Horizons Daycare Center (115 North Hollywood Way)	66.5	57.1	83.4	99.5	9:06 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level						
Source: Michael Baker International, June 30, 2020.						

Meteorological conditions were sunny, warm temperatures, with light wind speeds (0 to 5 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. As shown in Table 4.13-4, the ambient recorded noise level in the project vicinity ranged between 55.3 dBA and 66.5 dBA. The results of the field measurements are included in Appendix G, *Noise Analysis*.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Construction

The project involves construction activities associated with demolition, grading, paving, construction, and architectural coating applications. The project would be constructed over approximately 13 months and require approximately 9,050

[3] COVID-19 stands for Coronavirus Disease 2019, a quickly spreading global viral infection that causes mild upper respiratory tract illnesses and in some cases death.

cubic yards of soil export. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial demolition and earthwork phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-5, *Maximum Noise Levels Generated by Typical Construction Equipment*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-5
Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (*FHWA-HEP-05-054*), January 2006.

The nearest sensitive receptor to the project site is the Bright Horizons Daycare Center, adjoining the project site to the south. Although the Bright Horizons Daycare Center is located indoors and does not contain outdoor operational areas, this sensitive receptor may be exposed to elevated noise levels during project construction. The City's Municipal Code does not establish quantitative construction noise standards. Instead, the Municipal Code and Burbank2035 have established allowable hours of construction (7:00 a.m. to 7:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, and at no time on Sundays and holidays), of which the proposed project would adhere. Thus, construction activities would be conducted during allowable daytime hours, per the Municipal Code. Anticipated construction would be consistent with Municipal Code provisions. In order to ensure that noise generated during construction of the project would be lessened to the furthest extent possible, the project would be required to demonstrate compliance with the following noise reduction measures as a condition of approval:

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- A sign, legible at a distance of 50 feet from the property line shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Burbank Community Development Department's Planning Division, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- The Project Applicant shall provide, to the satisfaction of the City of Burbank Community Development Department's Planning Division, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Burbank Community Development Department's Planning Division. All signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per Burbank2035, construction shall be limited to the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday and from 8:00 a.m. to 5:00 p.m. on Saturday. No construction is permitted on Sundays or major holidays.

Compliance with the City's construction hours as well as conditions of approval for construction best management practices discussed above would ensure construction-related noise impacts would be less than significant.

Operations

Mobile Noise

Based on the *Transportation Analysis – 3700 Riverside Drive Project* (Transportation Analysis Memo) prepared by Fehr & Peers (dated July 31, 2020), the existing carwash facility generates approximately 360 trips per day and the proposed project would generate approximately 353 trips per day. Therefore, the proposed project would generate a net decrease of approximately seven daily trips when compared to the existing use. As such, the project's trip generation would slightly decrease existing traffic volumes and, therefore, slightly decrease traffic noise levels along local roadways. Thus, project-related traffic noise would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the proposed project would include mechanical equipment, slow-moving trucks, parking activities, and outdoor dining/common area activities. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity. All stationary noise activities would be required to comply with the exterior and interior noise standards established in the City's Noise Ordinance, as well as the California Building Code requirements pertaining to noise attenuation. Further, interior noise levels at the project site would be required to comply with the City's Noise Ordinance and include noise controlling measures, if applicable.[4] As such, impacts from stationary sources would be less than significant.

[4] Burbank2035: General Plan Table N-5, Sample Measures for Controlling Interior Noise, provides examples of noise controlling measures to reduce interior noise exposure.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units typically generate noise levels of approximately 52 dBA L_{eq} at 50 feet from the source.[5] The nearest sensitive receptor adjoins the project site to the south. HVAC units could be included on the roof of the structure, at the closest possible distance of approximately 30 feet. At this distance and height (the roof of the proposed mixed-use development would be a maximum of seven stories, and approximately four stories above the adjoining sensitive receptor to the south), potential noise from HVAC units would be approximately 56.4 dBA and would not be audible above existing ambient noise levels; refer to Table 4.13-4. Additionally, noise levels from mechanical equipment would be required to comply with Municipal Code Section 9-3-208, which prohibits any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device from exceeding the ambient noise levels (defined by Municipal Code Section 9-3-208 to be 65 dBA at the project site) by more than five dB. Therefore, the nearest sensitive receptor would not be directly exposed to substantial noise from on-site mechanical equipment. Impacts in this regard would be less than significant.

Slow-Moving Trucks

The project proposes a mixed-use development with retail and residential uses that would necessitate occasional garbage and truck delivery operations. Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 75 dBA at a distance of 50 feet.[6] These are levels generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved, but would not be considered representative of a normal truck operation. The proposed project is not anticipated to require a significant number of truck deliveries. Garbage and delivery trucks currently service the site and surrounding uses, and thus would not introduce a new source of noise to the site vicinity. As such, impacts would be less than significant in this regard.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-6, *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-6
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

The project would provide 90 on-site parking spaces, consisting of a 29-space surface parking lot and 61-space subterranean parking garage. Impacts associated with parking activities would be considered minimal since parking

[5] Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[6] Measurements taken by Michael Baker International, 2006.

spaces would be located within an enclosed subterranean parking level and partially screened surface parking lot. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-6. Additionally, parking lot noise currently exists within the surface parking lot on-site, and at the Bright Horizons Daycare Center surface parking lot to the south of the project site. Therefore, the proposed parking activities would not result in substantially greater noise levels than currently exist in the vicinity. Noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Outdoor Dining/Common Area Noise

The proposed project includes space for outdoor dining on the first level along Riverside Drive, as well as common areas located on the mezzanine/roof level. The proposed outdoor dining and common areas have the potential to be accessed by groups of people intermittently for outdoor events, parties, lunch, dinner, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[7] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[8] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor dining area, and/or common areas).

Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[9] The nearest sensitive receptor would be the Bright Horizons Daycare Center, located approximately 110 feet from the outdoor dining area and 50 feet from the common area. Therefore, crowd noise at the nearest sensitive receptor would be 29.5 dBA (outdoor dining area) and 36.3 dBA (outdoor common areas), which would not exceed the City's noise standards of 55 dBA and would be lower than existing ambient noise levels near the site; refer to Table 4.13-3 and Table 4.13-4. Additionally, noise generated at the outdoor dining area would be shielded by the mixed-use building, which would further attenuate noise levels from use of the outdoor dining area. As such, project operational noise associated with outdoor activities would not introduce an intrusive noise source over existing conditions. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Operation of the project would not generate substantial levels of vibration due to the lack of vibration-generating sources and therefore is not analyzed. Conversely, project construction can generate varying degrees of groundborne vibration, depending on the construction phase and equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

[7] M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
[8] *Ibid*.
[9] Cyril M. Harris, *Noise Control in Buildings*, 1994.

The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the FTA architectural damage threshold for continuous vibrations at engineered concrete and masonry buildings of 0.3 inch-per-second peak particle velocity (PPV). As the nearest structures to project construction areas are commercial structures, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration during project construction would be generated during the paving phase due to the operation of a vibratory roller. Based on FTA data, vibration velocities from vibratory roller operations are approximately 0.293 inch-per-second PPV at 20 feet from the source of activity.[10] As such, structures located greater than 20 feet from vibratory roller operations would not experience groundborne vibration above the 0.3 inch-per-second PPV significance threshold. All commercial structures surrounding the project site are located further than 20 feet from vibratory roller operations. Therefore, groundborne vibration generated from vibratory roller construction activities would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The nearest airport to the project site is the Hollywood Burbank Airport located approximately 2.9 miles to the north. According to the Los Angeles Airport Land Use Commission's *Airport Influence Area - Burbank/Glendale/Pasadena Airport Map*, the project site is located outside of the Hollywood Burbank Airport influence area.[11] Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area excessive noise levels associated with aircraft. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[10] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

[11] Los Angeles Airport Land Use Commission, *Airport Influence Area - Burbank/Glendale/Pasadena Airport Map*, http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf, May 13, 2003.

4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project would develop a mixed-use development consisting of 49 condominium units. It should be noted that the project proposes 2,000 square feet of ground level restaurant/retail space. The intent of this land use is local serving to support on-site residents as well as the surrounding community. This square footage would likely only result in nominal increases in employment and would not likely result in future employees who would choose to relocate to the City. Therefore, the following analysis considers the project's anticipated direct population growth as a result of new residents on-site.

Based on the City's average household size of 2.46[1], the project would introduce up to 120 new residents. Therefore, although nominal, the project would induce population growth in a local context. Conservatively assuming that all 120 new residents relocate from outside of the City, potential population growth associated with the project would represent only a 0.1 percent increase over the City's existing population of 105,861 persons.[2] Therefore, the project would not induce substantial unplanned population growth.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 145,000 persons by 2040, representing a total increase of 41,700 persons between 2016 and 2040.[3] The project's residential population (120 persons) represents 0.3 percent of the City's anticipated growth by 2040, and only 0.08 percent of the City's total projected 2040 population. SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding existing conditions (0.11 percent increase) and/or regional 2040 population

[1] California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*, Burbank, California, May 1, 2020.

[2] Ibid.

[3] Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, https://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed July 22, 2020.

projections for the City (0.08 percent). Further, the proposed project is an allowed use under the site's existing Media District Commercial land use designation and Media District General Business (MDC-3) zoning; refer to Section 4.11, *Land Use and Planning*. Thus, development of the project, as currently proposed, is accounted for in SCAG's regional growth projections. Overall, the project would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with the Lakeside Carwash. The carwash facility consists of two single-story structures. The main building is located at the center of the site with a carwash tunnel along the southern end. The secondary structure is a residential garage that has been converted into an office in the southwest corner of the site. There are no existing residences on-site. As such, project implementation would not displace existing people or housing and instead, would provide 49 condominium units on-site. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

Less Than Significant Impact. The Burbank Fire Department (BFD) provides fire protection services to the City, including the project site. The closest fire station is Station 12, approximately 0.7-mile to the north of the project site at 644 North Hollywood Way.

Construction

Construction activities associated with the proposed project would create a temporary increase in demand for fire protection services at the project site. However, construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As such, a less than significant impact would occur in this regard.

Operation

The proposed mixed-use development would create an increased demand for fire protection services. However, due to the infill nature of the project, the nominal population increase of approximately 120 persons would not result in the need for new or physically altered fire protection facilities; refer to Section 4.14, *Population and Housing*. The project would be required to pay applicable fire facility fees pursuant to Zoning Code Article 22, *Community Facility Fees*. The proposed project would also be required to comply with BFD requirements regarding emergency access, fire flow, fire protection standards, minimum fire lane widths, and other site design/building standards. In addition, the project would be subject to compliance with existing regulations specified in Municipal Code Title 9, Chapter 1, Article 9, *California Fire Code*, which adopts the California Fire Code. The project proposes security access gates in the parking structure

to separate public access areas from residential areas. To ensure fire emergency access, appropriate knox boxes would be installed. Following compliance with BFD and Municipal Code requirements, the project's operational impacts to fire protection services would be less than significant, and the project would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The Burbank Police Department (BPD) provides police protection services to the City. The BPD headquarters is located approximately three miles to the northeast of the site at 200 North Third Street.

Construction

Construction activities associated with the proposed project would create a temporary increase in demand for police protection services at the project site. However, construction activities would be subject to compliance with Municipal Code Title 9, Chapter 1, Article 2, *California Building Code*. Specifically, Chapter 33, *Safeguards During Construction*, of the California Building Code details emergency access requirements, which would minimize site safety hazards and potential construction-related impacts to police services. Compliance with existing regulations would ensure less than significant impacts occur in this regard.

Operation

Development of the proposed project would generate an increase in demand for police protection services. However, due to the infill nature of the project, the nominal population increase of approximately 120 persons would not result in the need for new or physically altered police protection facilities. The project would be required to pay applicable police facility fees pursuant to Zoning Code Article 22, *Community Facility Fees*. As stated, the proposed project would also be designed in compliance with Municipal Code Title 9, Chapter 1, Article 2, *California Building Code*. The project proposes security access gates in the parking structure to separate public access areas from residential areas. To ensure police services access to residential areas, appropriate knox boxes would be installed to allow for emergency entry. Following compliance with State and local site safety requirements, the project's operational impacts to police services would be less than significant, and the project would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The project site is located within the boundaries of the Burbank Unified School District (BUSD). The schools serving the project site include Stevenson Elementary School at 3333 Oak Street; Jordan Middle School at 420 South Mariposa Street, and Burroughs High School at 1920 Clark Avenue, all within Burbank.[1]

The project involves the development of 49 condominium units, which could generate additional students within the project area and result in an increased demand for BUSD school services. However, all new residential, commercial, and industrial projects are subject to BUSD developer fees. Assembly Bill (AB) 2926 and Senate Bill (SB) 50 allow school districts to collect development impact fees. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required

[1] Burbank Unified School District, *School Boundary Chart*, https://www.burbankusd.org/domain/374, accessed July 27, 2020.

fees by the project Applicant, consistent with existing BUSD and State requirements, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City of Burbank Parks and Recreation Department currently operates and maintains 31 parks within the City. The nearest park to the project site is Johnny Carson Park, approximately 0.8-mile east at 400 South Bob Hope Drive. Future residents associated with the proposed project would create an increased demand for park services. However, due to the infill nature of the project, the nominal population increase of approximately 120 persons would not result in the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts. The project would be required to pay applicable park facility fees pursuant to Zoning Code Article 22, *Community Facility Fees*. Further, the project proposes recreational amenities and public and private open spaces throughout the development. Specifically, the project would provide a 1,964-square foot pocket park on the ground floor with landscaped planters, trees, and seating. Additionally, common open space is proposed on the ground level, second floor, and rooftop of the mixed-use condominium building. The open space areas would include a variety of amenities, including fire pits, seating areas, barbecues, benches, and roof decks, among others. For each residential unit, private patios and/or balconies are also proposed. In total, the project would provide approximately 10,680 square feet of public open space and 10,938 square feet of private (residential) open space. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. The Burbank Public Library (BPL) system currently serves the City, including the project site. The closest library is the Buena Vista Branch Library, approximately 1.1-mile northeast of the project site at 300 North Buena Vista Street. The Burbank Central Library is approximately three miles northeast of the project site at 110 North Glenoaks Boulevard. Due to the infill nature of the project, the nominal population increase of approximately 120 persons is not anticipated to result in a significant impact on BPL's services. Further, the project would be required to pay applicable library facility fees pursuant to Zoning Code Article 22, *Community Facility Fees*. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As stated in Response 4.15(a)(4), the proposed project would not result in a substantial increase in demand on existing parks or other recreational facilities and would not result in the physical deterioration of these facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As discussed in Section 2.4, *Project Characteristics*, the project would provide a 1,964-square foot pocket park with landscaped planters, trees, and seating. Additionally, common open space is proposed on the ground level, second floor, and rooftop of the mixed-use condominium building. The open space areas would include a variety of amenities, including fire pits, seating areas, barbecues, benches, and roof decks, among others. For each residential unit, private patios and/or balconies are proposed. The project's potential environmental impacts for construction of the aforementioned recreational amenities are analyzed throughout this Initial Study. In total, the project would provide approximately 10,680 square feet of public open space and 10,938 square feet of private (residential) open space. The project's potential environmental impacts associated with the proposed amenities and open space are analyzed throughout this Initial Study. Compliance with applicable laws, ordinances, and regulations would ensure that the project's impacts are less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

This section is primarily based upon the *Transportation Analysis – 3700 Riverside Drive Project Memorandum* (Transportation Analysis Memo) prepared by Fehr & Peers, dated September 28, 2020; refer to Appendix H, *Transportation Analysis Memo*.

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The City recently adopted the *City of Burbank Complete Our Streets Plan* (Complete Streets Plan) on June 16, 2020. The Complete Streets Plan aims to implement the Burbank2035 Mobility Element goals and policies related to complete streets, inclusive of streets, transit routes, bikeways, and sidewalks. The project site is located near a variety of multimodal transportation facilities.

Roadways

Refer to Response 4.17(b) for an analysis on project impacts to roadway capacities.

Transit Facilities

The project site is within a transit priority area, which is defined as an area within 0.5-mile of an existing or planned major transit stop. A "major transit stop" is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Public Resource Code Section 21064.3).

Existing bus stops for Metro Bus Routes 155 and 222 are located along the project's northern and eastern frontage. Additionally, according to the Transportation Analysis Memo, there is a planned Metro bus rapid transit line connecting North Hollywood to Pasadena along State Route 134. The Complete Streets Plan and Burbank 2035 include goals to create a new transit center in the Media District, though an exact location is not specified. Based on this information, there are no planned transit services that would be impacted by development of the proposed project. Therefore, project impacts to existing and planned transit services in the site vicinity would be less than significant.

Bicycle Facilities

While there are no existing bicycle lanes along the project frontages, there are on-street bicycle lanes on North Pass Avenue approximately 0.2-mile to the west of the project site. Additionally, the Complete Streets Plan designates the segment of Riverside Drive along the project frontage as a 'Street that Closes Gaps and Barriers' and plans for on street bicycle lanes to close the gaps and barriers to bicycle ridership between California Street and the western City border. However, project development would occur within the project site, and there are no proposed off-site improvements along adjacent roadways. Additionally, the project would provide three bicycle racks (two spaces per rack) near the proposed pocket park to encourage bicycle use. Thus, the project would not interfere with any existing or planned bicycle facilities. Impacts in this regard would be less than significant.

Pedestrian Facilities

Existing pedestrian sidewalks are located along all project frontages, including Riverside Drive, North Hollywood Way, and North Screenland Drive. The project would remove three existing driveways on Riverside Drive along the northern project frontage, thus reducing the potential for conflicts with pedestrians on the adjacent sidewalk. As such, the project would improve existing pedestrian facilities compared to existing conditions.

The Complete Streets Plan also identifies Riverside Drive, North Hollywood Way, and North Screenland Drive as 'Pedestrian Priority Streets,' which prioritizes these roadways for Citywide pedestrian improvements, including crossing improvements and sidewalk improvements. The proposed sidewalk widths along the project frontage are least 15 feet, which would accommodate the planned sidewalk/parkway improvements in the Complete Streets Plan, should the City implement these improvements in the future. As such, project impacts on existing and planned pedestrian facilities would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. The proposed project would demolish an existing carwash facility and develop a 49-unit condominium mixed-use development with 2,000 square feet of ground level restaurant/retail use in its place. As detailed in Table 4.17-1, *Project Trip Generation*, the project is forecast to generate approximately 353 average daily trips, including 25 a.m. peak hour trip and 32 p.m. peak hour trips. The total number of peak hour trips generated by the project considers the portion of trips to and from the site using transit, bicycling, and walking based on the site's proximity to transit and a variety of trip origins and destinations. The total number of project trips also reflects the expected internal capture of the proposed project, which includes a mixture of residential and restaurant/retail land uses. In addition, the project's trip generation estimate includes trip credits associated with the existing carwash facility that would be replaced by the proposed development. Following the application of the trip generation credits, the proposed project is anticipated to generate an estimated net increase of 1 a.m. peak hour trip and a decrease of 22 p.m. peak hour trips.

Table 4.17-1
Project Trip Generation

Land Use	ITE Land Use Code	Daily Rate	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
TRIP GENERATION RATES								
Mid-Rise Residential	221	[1]	[1]	26%	74%	[1]	61%	39%
Less: Internal Capture[2]		*10%*		*10%*	*10%*		*10%*	*10%*
Less: Transit/Walk/Bike Credit[3]		*5%*		*5%*	*5%*		*5%*	*5%*
High-Turnover (Sit-Down) Restaurant	932	112.18	9.94	55%	45%	9.77	62%	38%
Less: Internal Capture[2]		*10%*		*10%*	*10%*		*10%*	*10%*
Less: Transit/Walk/Bike Credit[3]		*5%*		*5%*	*5%*		*5%*	*5%*
Retail	820	38	0.94	62%	38%	3.81	48%	52%
Less: Internal Capture[2]		*10%*		*10%*	*10%*		*10%*	*10%*
Less: Transit/Walk/Bike Credit[3]		*5%*		*5%*	*5%*		*5%*	*5%*
Carwash		600	0.04	50%	50%	0.09	50%	50%
Land Use	**Buildout**	**Daily Trips**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
ESTIMATED TRIP GENERATION								
PROPOSED PROJECT								
Mid-Rise Residential	49 units	266	4	13	17	13	9	22
Less: Internal Capture[2]		*(27)*	*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Less: Transit/Walk/Bike Credit[3]		*(13)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Net External Vehicle Trips		226	4	11	15	11	8	19
High-Turnover (Sit-Down) Restaurant	1,000 SF	112	6	4	10	6	4	10
Less: Internal Capture[2]		*(11)*	*(1)*	*0*	*(1)*	*(1)*	*0*	*(1)*
Less: Transit/Walk/Bike Credit[3]		*(6)*	*0*	*0*	*0*	*0*	*0*	*0*
Net External Vehicle Trips		95	5	4	9	5	4	9
Retail	1,000 SF	38	1	0	1	2	2	4
Less: Internal Capture[2]		*(4)*	*0*	*0*	*0*	*0*	*0*	*0*
Less: Transit/Walk/Bike Credit[3]		*(2)*	*0*	*0*	*0*	*0*	*0*	*0*
Net External Vehicle Trips		32	1	0	1	2	2	4
TOTAL PROJECT TRIPS		**353**	**10**	**15**	**25**	**18**	**14**	**32**
EXISTING USE CREDIT								
Carwash	0.61 AC	*(360)*	*(12)*	*(12)*	*(24)*	*(27)*	*(27)*	*(54)*
TOTAL EXISTING TRIPS		***(360)***	***(12)***	***(12)***	***(24)***	***(27)***	***(27)***	***(54)***
NET TRIPS		**(7)**	**(2)**	**3**	**1**	**(9)**	**(13)**	**(22)**

Notes: ITE = Institute of Transportation Engineers; SF = square feet; AC = acres
1. ITE Multifamily Housing (Mid-Rise Residential trip generation equations used rather than linear trip generation rate
Daily: T = 5.45(X) - 1.75, where T = trips, X = dwelling unit; AM Peak Hour: Ln(T) = 0.98 Ln(X) - 0.98, where T = trips, X = dwelling unit; PM Peak Hour: Ln(T) = 0.96 Ln(X) - 0.63, where T = trips, X = dwelling unit
2. Internal capture represents the percentage of trips between land uses that occur within the site. Given the relatively small size of the retail and restaurant land uses, the internal capture was estimated to be 10 percent since the uses would mostly be local-serving.
3. A credit was developed to account for transit, biking, and walking access to the project site based on the site's location and nearby transit service.

Source: Fehr & Peers, *Transportation Analysis – 3700 Riverside Drive Project Memorandum*, July 31, 2020; refer to Appendix H.

In September 2013, Senate Bill 743 became effective, which identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric for CEQA purposes. The Governor's Office of Planning and Research published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), dated December 2018, to provide advice and recommendations, which agencies and other entities may use at their discretion. Pursuant to CEQA Guidelines Section 15064.3(b)(3), the Technical Advisory identifies screening thresholds that may be utilized by lead agencies to screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. The Transportation Analysis Memo utilizes the Technical Advisory guidance and evaluates the project's potential VMT impacts based on the following two VMT screening thresholds.

Screening Criteria 1: Project Size

Land use projects that generate less than 110 daily trips and local-serving retail projects, defined as commercial projects with local-serving retail uses less than 50,000 square feet (i.e. not larger regional-serving uses, such as Costco and Walmart), are presumed to have less than significant VMT impacts absent substantial evidence to the contrary. Therefore, these projects are screened out from completing a VMT analysis based on project size.

The proposed project's residential component (49 condominium units) is expected to generate more than 110 daily trips and therefore is not screened out from VMT analysis under this screening criteria. However, the project's commercial component (2,000 square feet of restaurant/retail use) is less than 50,000 square feet and consists of local-serving uses, which means the commercial component of the project is presumed to have a less than significant VMT impact and can be screened out from further VMT analysis.

Screening Criteria 2: Transit Priority Areas Screening

Projects located in a transit priority area (TPA) or along a high-quality transit corridor (HQTC) may also be screened out from further VMT analysis because they are presumed to have a less than significant impact absent substantial evidence to the contrary. As stated, TPAs are defined as areas within a 0.5-mile radius of an existing or planned major transit stop or an existing stop along a HQTC. A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours.

Based on existing transit service in Burbank in early 2020, the project area is located within a TPA and is on a HQTC. Bus service with 15-minute peak hour headways was provided in early 2020 by the following bus routes:

- Burbank Bus NoHo – Media District Route: Bus stops located at Alameda Avenue/Hollywood Way and Olive Avenue/Hollywood Way have 12-minute headways in the morning and evening peak hours.
- Burbank Bus Pink Route: Bus stops located at Olive Avenue/Hollywood Way have 15-minute headways in the morning and evening peak hours.
- Metro Line 501 Route: Bus stops located at Olive Avenue/Hollywood Way with 12-minute headways in the morning and evening peak hours.

On March 19, 2020, California Governor Gavin Newsom passed Executive Order N-33-20 in response to the growing spread of COVID-19.[1] Executive Order N-33-30 requires that all individuals living in the State of California shall stay at home or at their place of residence, except as needed to maintain continuity of the operations of the Federal critical infrastructure. As such, it is noted that at the time of the Transportation Analysis Memo preparation, headways were increased on most lines due to COVID-19 conditions. Notwithstanding, the Burbank Bus Pink Route continues to

[1] COVID-19 stands for Coronavirus Disease 2019, a quickly spreading global viral infection that causes mild upper respiratory tract illnesses and in some cases death.

operate with 15-minuute headways in the peak hours during COVID-19 conditions. It is anticipated that the headways for all bus routes would return to pre-COVID-19 conditions in the future.

As such, given that the project site is located within a TPA and along an HQTC, the project's residential component is screened out from further VMT analysis.

Based on the two screening criteria, the project would result in a less than significant VMT impact and is screened out from further VMT analysis.

Mitigation Measures: No mitigation measures are required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). As stated, the project would remove three existing driveways (curb cuts) on Riverside Drive along the northern project frontage, thus reducing the potential for conflicts with pedestrians on the adjacent sidewalk. Additionally, one full-access vehicular driveway would be provided via an existing curb cut along North Hollywood Way towards the ground level residential and commercial parking area, and a second full-access driveway would be provided via an existing curb cut along North Screenland Drive towards an alley and ramp to the subterranean residential parking level; refer to Exhibit 2-4b, *Floor Plan – Ground Floor*. The project's access locations would be designed to the City standards and provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All proposed roadways and driveways intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops. The proposed site access improvements would not result in hazardous traffic conditions and would be subject to the City's traffic engineer and Burbank Fire Department review and approval for compliance with applicable design and safety standards. Thus, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. As stated above in Response 4.17(c), vehicular access to the site would be provided along North Hollywood Way and North Screenland Drive while pedestrian access would be provided along the adjacent sidewalks. The proposed site access improvements would be constructed and designed to meet the City and Burbank Fire Department's design and fire safety standards, including those related to fire truck turn radii and fire lane width requirements. As a result, project implementation would not result in inadequate emergency access. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.18 TRIBAL CULTURAL RESOURCES

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

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No Impact. Refer to Response 4.5(a) and Appendix B, *Cultural Resources Assessment*. Although the project has identified potential historical resource impacts pertaining to the existing on-site car wash facility, no known tribal cultural resources have been identified on-site, including historical tribal cultural resources pursuant to Public Resources Code Section 5020.1(k), otherwise defined as listed in a local register of historical resources. No impacts in this regard have been identified.

Mitigation Measures: No mitigation measures are required.

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. In compliance with AB 52, the City distributed letters notifying tribe's that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project; refer to Appendix I, *AB 52 Documentation*. The letters were distributed by certified mail on June 30, 2020. The tribes had 30 days to respond to the City's request for consultation. The Fernandeño Tataviam Band of Mission Indians (FTBMI) requested consultation on July 20, 2020 and the City consulted with the tribe on October 6, 2020. The Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation) requested consultation on June 30, 2020 and the City consulted with the tribe on November 25, 2020.

Representatives of the FTBMI indicated that the project site is located within the traditional FTBMI ancestral territory and known tribal cultural resources have known to occur in the site vicinity. These resources may include the Village of Cahuenga and Jajamonga, habitation sites, lithic scatter sites, and trails associated with the Santa Monica Mountains. Representatives of the Kizh Nation indicated that the project area is included in the Kizh Nation ancestral area and expressed concerns regarding the potential to encounter unknown TCRs within the project site during excavation due to the proximity to historical flood plains and the Los Angeles River. Although cultural resources have not been reported within the project site, the range of archaeological sites and isolate artifacts that have been documented throughout the general area warrant precautions as the project proposes ground-disturbing activities. As such, the project site is considered sensitive for unknown tribal cultural resources. Mitigation Measures CUL-2 requires the qualified archaeologist to maintain weekly communication with the consulting tribal groups regarding project schedule and if requested, share any and all monitoring logs prepared by the on-site archaeological monitor. Additionally, Mitigation Measure CUL-3 requires that in the event that an identified cultural resource is of Native American origin, the qualified archaeologist is required to immediately notify the City of Burbank to implement Native American consultation procedures. Lastly, Mitigation Measure TCR-1 would require the project applicant/developer to retain a qualified Native American Monitor with ancestral ties to the region and approved by one of the consulting tribal groups (i.e., the Gabrieleño Band of Mission Indians-Kizh Nation or Fernandeño Tataviam Band of Mission Indians) to conduct Native American Indian Sensitivity Training, and in the event a cultural resource of Native American origin is identified at any stage of ground disturbance included but not limited to site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than artificial fill (including boring, grading, excavation, drilling, potholing or auguring, and trenching), be present on-site to ensure potential project impacts on undiscovered

tribal cultural resources, if discovered, are reduced to less than significant levels. As such, project impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

TCR-1 Prior to the issuance of a demolition or grading permit(s), whichever comes first, the City of Burbank shall ensure that the project applicant/developer retain up to one qualified Native American Monitor. Native American monitoring would be implemented in the event a cultural resource of Native American origin is identified at any stage of ground disturbance included but not limited to site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than artificial fill (including boring, grading, excavation, drilling, potholing or auguring, and trenching). The Monitor shall have ancestral ties to the region, and shall be approved by one of the consulting tribal groups (the Gabrieleño Band of Mission Indians-Kizh Nation, or the Fernandeño Tataviam Band of Mission Indians).

The Monitor shall conduct a Native American Indian Sensitivity Training for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered. In the event Native American monitoring is required, the Native American Monitor shall complete monitoring logs on a daily basis, providing descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when grading and excavation activities of native soil (i.e., previously undisturbed) are completed, or when the tribal representatives and Native American Monitor have indicated that the site has a low potential for tribal cultural resources, whichever occurs first.

In the event that tribal cultural resources are inadvertently discovered during ground disturbing activities, work must be halted within 60 feet of the find until it can be evaluated by a qualified archaeologist (defined in Mitigation Measure CUL-1) in cooperation with the Native American Monitor(s) to determine if the potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resource (Public Resources Code 21083.2(g)). The Lead Agency and/or applicant shall, in good faith, consult with the consulting tribal groups (the Gabrieleño Band of Mission Indians-Kizh Nation, and the Fernandeño Tataviam Band of Mission Indians) on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities. Construction activities can continue in other areas. If the find is considered an “archeological resource” the archaeologist, in cooperation with Native American Monitor shall pursue either protection in place or recovery, salvage and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If a tribal cultural resource cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the project applicant’s expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation in an established accredited professional repository.

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4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water

Similar to the existing carwash facility, the proposed development would be served by Burbank Water and Power (BWP) for water supply services. The proposed project would construct private commercial, irrigation, and fire lines on-site to connect to the BWP's existing water facilities in the adjacent roadways. Payment of standard water connection fees and ongoing user fees would ensure that the project's impacts on existing water facilities are adequately offset. The proposed project is consistent with land uses anticipated for the area and would not induce substantial unplanned population growth; refer to Section 4.11, *Land Use and Planning*, and Section 4.14, *Population and Housing*. Thus, it is not anticipated that project implementation would require construction of new or expanded water facilities. Less than significant impacts would occur in this regard.

Wastewater

The City of Burbank Public Works Department owns and operates the City's sanitary sewer collection system.[1] The project site is located in an area where the City's sewer infrastructure connects downstream to the City of Los Angeles

[1] Correspondence from Stephen Walker, City of Burbank Engineering Division, dated October 15, 2020.

sewer system. As such, sewage generated by the project would be treated per a contract between the City of Los Angeles and the City of Burbank, similar to existing conditions.[2]

According to the *3700 Riverside Dr. – Sewer Capacity Analysis* (Sewer Capacity Analysis) prepared by the City of Burbank Engineering Division, dated May 7, 2020, project implementation would result in a peak wastewater discharge rate of 23.6 gallons per minute, which would not require additional capital improvements to the existing tributary City sewer infrastructure provided that the proposed private sewer connections and discharge occur along North Screenland Drive and/or Riverside Drive, as identified in the Sewer Capacity Analysis. Compliance with the required sewer connections and wastewater discharge rate would be verified prior to issuance of building permits by the City of Burbank Public Works Department.

Further, the project would be required to pay the standard connection fees, ongoing user fees, as well as a Sewer Facility Charge (i.e., a one-time charge imposed on all newly constructed or expanded structures within the City) pursuant to Municipal Code Article 8, *Sewer Facilities Charge*. Payment of these fees would fund improvements and upgrades to surrounding sewer lines and the City's facilities, as needed, and would offset the project's increase in demand for wastewater collection services. Following compliance with relevant laws, ordinances, and regulations, it is not anticipated that project implementation would require construction of new or expanded wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard.

Stormwater

As discussed in Section 4.10, *Hydrology and Water Quality*, the proposed project would install low impact development (LID) raised planter boxes (sized to capture stormwater runoff volumes of 85th percentile design storm events) and landscaping around the project perimeter to increase on-site infiltration. Runoff from the proposed roof and deck would be collected in a system of drain inlets and pipes and conveyed to the raised planter boxes. Should stormwater runoff exceed the storage capacities of the planter boxes, overflow would flow into the street gutters along North Screenland Drive, Riverside Drive, and Hollywood Way, similar to existing conditions. Landscaping drains would also be directed to existing street gutters.

By implementing LID planter boxes and landscaping throughout the mixed-use development, the project would decrease impervious surfaces on-site and reduce stormwater runoff volumes compared to existing conditions; refer to Section 10, *Hydrology and Water Quality*, Table 4.10-1, *Existing and Proposed Stormwater Runoff Conditions*. Thus, the proposed development would reduce impacts on the City's storm drain systems. The project's potential environmental effects associated with the construction of the aforementioned drainage improvements are analyzed throughout this Initial Study. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. Impacts in this regard would be less than significant.

Dry Utilities

Similar to existing conditions, the project site would be served by the BWP for electricity services and the Southern California Gas Company for natural gas services. The project would involve constructing new private on-site dry utility lines associated with such services. Payment of standard utility connection fees and ongoing user fees would ensure impacts to these utility services are adequately offset. The project's potential environmental impacts for construction in this regard are analyzed throughout this Initial Study. Construction of the project's dry utilities would also be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations. As such, project impacts would be less than significant in this regard.

[2] Ibid.

Mitigation Measures: No mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Based on the BWP's *2015 Urban Water Management Plan* (UWMP), Table 4.19-1, *City of Burbank Total Water Demand Projections*, details the City's anticipated total water demand projections from 2020 through 2040.

Table 4.19-1
City of Burbank Total Water Demand Projections

Water Use Sector	2020 (AF)	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)
Single-family	8,481	8,061	7,817	7,543	7,412
Multi-family	5,011	4,924	4,805	4,629	4,640
Commercial/Industrial/Institutional/ Governmental	4,930	4,938	4,939	4,884	4,818
Total Water Demand	**18,422**	**17,923**	**17,561**	**17,056**	**16,870**
Notes: AF = acre-feet.					
Source: Burbank Water and Power, *2015 Urban Water Management Plan*, Table 3-6, June 2016.					

The City relies on a combination of local groundwater resources and surface water resources provided by the Metropolitan Water District (MWD) to meet its water needs. The City's main sources of water supply are groundwater from the San Fernando Groundwater Basin and imported water from MWD. According to the UWMP, the City is able to meet projected water demands during normal, dry, and multiple dry years through 2040; refer to Table 4.19-2, *Normal Year Supply and Demand Comparison*, Table 4.19-3, *Single Dry Year Supply and Demand Comparison*, and Table 4.19-4, *Multiple Dry Year Supply and Demand Comparison*.

Table 4.19-2
Normal Year Supply and Demand Comparison

	2020	2025	2030	2035	2040
Supply Totals	28,521	28,130	27,858	27,440	27,250
Demand Totals	28,521	28,130	27,858	27,440	27,250
Difference	0	0	0	0	0
Notes: AF = acre-feet.					
Source: Burbank Water and Power, *2015 Urban Water Management Plan*, Table 6-3, June 2016.					

Table 4.19-3
Single Dry Year Supply and Demand Comparison

	2020	2025	2030	2035	2040
Supply Totals	28,473	28,082	27,811	27,394	27,204
Demand Totals	28,473	28,082	27,811	27,394	27,204
Difference	0	0	0	0	0
Notes: AF = acre-feet.					
Source: Burbank Water and Power, *2015 Urban Water Management Plan*, Table 6-4, June 2016.					

Table 4.19-4
Multiple Dry Year Supply and Demand Comparison

		2020	2025	2030	2035	2040
First Year	Supply Totals	28,448	28,470	28,183	27,741	27,531
	Demand Totals	28,448	28,470	28,183	27,741	27,531
	Difference	0	0	0	0	0
Second Year	Supply Totals	28,448	28,470	28,183	27,741	27,531
	Demand Totals	28,448	28,470	28,183	27,741	27,531
	Difference	0	0	0	0	0
Third Year	Supply Totals	28,448	28,470	28,183	27,741	27,531
	Demand Totals	28,448	28,470	28,183	27,741	27,531
	Difference	0	0	0	0	0
Notes: AF = acre-feet.						
Source: Burbank Water and Power, *2015 Urban Water Management Plan*, Table 6-5, June 2016.						

The UWMP water supply predictions is based on existing General Plan designations and accounts for increased demand as growth occurs within the City. Based on the *Burbank2035 General Plan* (Burbank2035), the project site is designated Media District Commercial. The Media District Commercial designation is intended as a regional employment center comprised of a variety of media-oriented and commercial uses. As analyzed in Section 4.11, *Land Use and Planning*, the proposed project would be consistent with the Media District Commercial designation and its associated floor area ratio and density requirements. Thus, the project's anticipated water demand is accounted for in the UWMP and thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would result in the generation of wastewater beyond existing conditions; refer to Response 4.19(a). However, based on the Sewer Capacity Analysis, the proposed project would result in a peak wastewater discharge rate of 23.6 gallons per minute (or approximately 34,000 gallons per day). This increase would be considered negligible compared to the existing daily treated waste by the City of Los Angeles (approximately 400 million gallons per day[3]). Compliance with the required sewer connections and wastewater discharge rate would be verified prior to issuance of building permits by the City of Burbank Public Works Department in accordance with the existing contract between the City of Los Angeles and the City of Burbank. Following compliance with relevant laws, ordinances, and regulations, it is not anticipated that the project's wastewater treatment demand, in addition to City's existing wastewater treatment commitments, would exceed the City's capacity to serve the project's projected wastewater treatment demand. As such, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[3] City of Los Angeles, Sanitation District, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s;jsessionid=ZKPd0EZiQW-WpYOkIaQjK7cZxpY2uPX9YSQpSNtwjAZiguNql7Oh!-2128337332!-2072722080?_afrLoop=12169571235171037&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=o8ha25ifz_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D12169571235171037%26_afrWindowMode%3D0%26_adf.ctrl-state%3Do8ha25ifz_5, accessed November 18, 2020.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Burbank Street and Sanitation Division of the Public Works Department provides solid waste service to the City, including the project site. Based on 2018 data, the most recent year available, the City disposed of approximately 85,650 tons of solid waste, over 97 percent of which were disposed at one of the seven landfills listed in Table 4.19-5, *Primary Landfills Serving the City*.[4] Additionally, the City's population disposal rate in 2018 was approximately 4.4 pounds per person per day (PPD) and the employment disposal rate was approximately 2.8 PPD, well below the residential target of 7.6 PPD and employee target of 6.1 PPD.[5]

Table 4.19-5
Primary Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2018 (tons per day)	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Antelope Valley Public Landfill 1200 West City Ranch Road, Palmdale, CA 93551	1,106	5,548	17,911,225	4/1/2044
Burbank Landfill Site No. 3 1600 Lockheed View Drive, Burbank, CA 91504	31,804	240	5,174,362	1/1/2053
Chiquita Canyon Sanitary Landfill 29201 Henry Mayo Drive, Castaic, CA 91384	34,487	12,000	60,408,000	1/1/2047
McKittrick Waste Treatment Site 56533 Highway 58, McKittrick, CA 93251	1,319	3,500	769,790	12/31/2059
Olinda Alpha Landfill 1942 North Valencia Avenue, Brea, CA 92823	3,452	8,000	34,200,000	12/31/2021
Simi Valley Landfill and Recycling Center 2801 Madera Road, Simi Valley, CA 93065	5,445	9,250	88,353,000	1/31/2052
Sunshine Canyon City/County Landfill 14747 San Fernando Road, Sylmar, CA 91342	5,443	12,100	77,900,000	10/31/2037

Sources:
1. California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Search, accessed July 22, 2020.
2. California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal During 2018 for Burbank*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 22, 2020.

Construction

Short-term and one-time project construction activities are not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, all construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible. AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or

[4] California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal During 2018 for Burbank*, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed July 22, 2020.

[5] California Department of Resources Recycling and Recovery, *Countywide, Regionwide, and Statewide Jurisdiction Diversion / Disposal Progress Report*, https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DiversionDisposal, accessed July 22, 2020.

composted. The project would also be required to demonstrate compliance with the 2019 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would ensure the project's construction-related solid waste impacts would be less than significant.

Operations

Based on a multi-family residential solid waste generation rate of four pounds per dwelling unit per day and a commercial retail solid waste generation rate of 0.006 pound per square feet per day,[6] the proposed project would generate approximately 208 pounds of solid waste per day (or approximately 0.104-ton per day). The project's nominal solid waste generation represents less than one percent of the combined maximum daily permitted throughput capacities of all the landfills identified in Table 4.19-5. Additionally, as discussed above, the City's population and employment disposal rates for 2018 are below the City's target. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The project also would not impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to Response 4.19(d) above. The proposed project would be required to comply with all applicable Federal, State, and local statutes and regulations related to solid waste, including AB 939 and the City's solid waste reduction programs. Specifically, the project would be subject to AB 939, which requires that at least 50 percent of waste produced be recycled, reduced, or composted. On a local level, the project would be required to comply with the City's *Zero Waste Strategic Plan* and *City of Burbank Sustainability Action Plan*, which set a goal for the City to achieve zero waste by 2040 and include programs that aim to increase recycling and reduce waste. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[6] California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed July 22, 2020.

4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire's *Burbank Very High Fire Hazard Severity Zones in LRA Map*, the City is not located in or near a State responsibility area nor is the project site designated as a very high fire hazard severity zone.[1] No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

[1] California Department of Forestry and Fire Protection, *Burbank Very High Fire Hazard Severity Zones in LRA Map*, October 2011.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As concluded in Section 4.4, *Biological Resources*, the project site is disturbed and is located within an urbanized area of the City. No sensitive plant and animal species occur on-site. However, one mature tree on-site would be removed. Potential impacts to nest birds as a result of the tree removal would be mitigated through implementation of Mitigation Measure BIO-1, which would establish pre-construction clearance survey for nesting birds three day priors to ground disturbing activities. As indicated in Section 4.5, *Cultural Resources* and Section 4.18, *Tribal Cultural Resources*, no archaeological or tribal cultural resources occur on-site. Should previously undiscovered cultural or tribal cultural resources be uncovered during project ground-disturbing activities, implementation of Mitigation Measures CUL-1 through CUL-3, and TCR-1 would reduce the project's potential effects to less than significant levels. Overall, the project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California prehistory.

As indicated in Section 4.5, project implementation would involve the demolition of the existing Lakeside Car Wash building, which is considered eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and for designation as a Burbank Historic Resource. As such, the project would have the potential to eliminate important examples of the major periods of California history, and further evaluation in an EIR is required.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed project would not result in any significant and unavoidable impacts with implementation of project mitigation measures, with the exception of potential impacts to a historical resource. Further evaluation in an EIR is required to consider the project's potential cumulative affect involving historical resources.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to air quality, greenhouse gas emissions, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a residential development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant in this regard.

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4.23 REPORT PREPARATION PERSONNEL

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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Burbank prepare a focused environmental impact report for the 3700 Riverside Drive Mixed-Use Project. We find that the proposed project would have a potentially significant effect on historical resources. We recommend that the third category be selected for the City of Burbank's determination (see Section 6.0, *Lead Agency Determination*).

3/31/2021
Date

Frances Yau, AICP, Project Manager
Michael Baker International

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature: 

Title: Senior Planner

Printed Name: Daniel Villa

Agency: City of Burbank

Date: 03/22/21

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