3700 RIVERSIDE DRIVE MIXED-USE PROJECT

ENVIRONMENTAL IMPACT REPORT | PUBLIC REVIEW DRAFT

November 2021

Prepared for:
City of Burbank

Michael Baker INTERNATIONAL

PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

3700 Riverside Drive Mixed-Use Project

SCH NO. 2021040010

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1.0 Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Burbank (City) is located in the County of Los Angeles approximately 12 miles north of downtown Los Angeles. The Golden State Freeway (Interstate 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, and -015). 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.

1.2 PROJECT SUMMARY

The Project proposes to demolish the existing Lakeside Car Wash facility and associated structures and construct a six-story (with mezzanine), 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 publicly accessible open space, and surface and subterranean parking.

The City of Burbank, as Lead Agency, has discretionary authority over the Project, which requires a Development Review; Conditional Use Permit; Density Bonus Request; Tentative Condominium Map; and Encroachment Permit. Refer to Section 3.3, *Project Characteristics*, for additional information regarding the Project's characteristics.

1.3 PROJECT GOALS/OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include "[a] statement of objectives sought by the proposed project… The statement of objectives should include the underlying purpose of the project." The goals and objectives established for the Project are as follows:

1. Reduce vehicle miles traveled by providing a mixed-use (residential and commercial) project in a jobs rich area that is in proximity to existing and proposed transit.

2. Help meet Citywide housing demand, increase homeownership opportunities, and address Regional Housing Needs Assessment (RHNA) requirements through the provision of new, for sale quality living options in the City.

3. Create a transit and pedestrian oriented urban environment with a street-adjacent building, ground floor commercial uses, publicly accessible open space, and widened sidewalks.

4. Allow for the redevelopment of an underutilized property that helps address community needs through the development of housing that is economically feasible to build.

5. Contribute to the economic health of the City through development of a project that would generate new construction, create new homeownership opportunities, house new residents to support local businesses, and provide additional long-term revenues for the City, in the form of property tax and sales tax.

6. Help meet the recreational needs of Project residents and employees in the City's Media District by providing landscaped common open space for residents, as well as publicly accessible, privately maintained landscaped open space on the ground floor.

7. Provide a mix of housing types and sizes within a mixed-use project that are affordable to various economic segments of the population, including four deed restricted affordable units, and help reduce the carbon footprint via the design of a compact urban form.

8. Create opportunities for locally-serving commercial uses within a mixed-use development project, with a special focus on ground floor uses with high quality storefronts.

9. Provide a development that is consistent with the City's goals for sustainable development through compliance with Green Building Code requirements, as well as the City's Greenhouse Gas Reduction Plan.

10. Facilitate preservation of the existing freestanding pylon sign through on-site relocation, as well as preserve the history of the site's operation as a car wash by inclusion of historical records and photographs within the Project's common areas.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and significant unavoidable impacts identified and analyzed in this Draft EIR. Refer to the appropriate section for detailed information.

EIR Section/ Impact Statement	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	**Historical Resources**		
CUL-1	Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	CUL-5 *Building Documentation*. Impacts resulting from the demolition of the Lakeside Car Wash building at 3700 Riverside Drive shall be minimized through archival documentation of as-built and as-found conditions. Prior to issuance of demolition permits, the City of Burbank shall ensure that the Project Applicant has appropriately documented all buildings and structures associated with the Lakeside Car Wash proposed for demolition in accordance with the Historic American Building Survey (HABS) Level III guidelines. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified	Significant and Unavoidable Impact.

EIR Section/ Impact Statement	Impact Statement	Mitigation Measure	Significance After Mitigation
		architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories to make the documentation available for current and future generations. Archival copies of the documentation also shall be submitted to the City of Burbank Community Development Department's Planning Division and the Burbank Library, where it shall be made available to local researchers. CUL-6 *Interpretive Display*. A retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features shall be developed by the Project Applicant and approved by the Community Development Department's Planning Division. The information shall be incorporated into the proposed publicly accessible open space area. The display shall include images and details from the building documentation described in Mitigation Measure CUL-5 and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History.	
LU-2	Would the project 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?	Refer to Mitigation Measures CUL-5 and CUL-6.	Significant and Unavoidable Impact.
AE-1	In non-urbanized areas, would the project 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?	Refer to Mitigation Measures CUL-5 and CUL-6.	Significant and Unavoidable Impact.

EIR Section/ Impact Statement	Impact Statement	Mitigation Measure	Significance After Mitigation
Cumulative Impacts			
	Would the project, combined with other related cumulative projects, cause a cumulatively considerable impact to a historical resource?	Refer to Mitigation Measures CUL-5 and CUL-6.	Significant and Unavoidable Impact.
	Would the project, combined with other related cumulative projects, cause a cumulatively 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?	Refer to Mitigation Measures CUL-5 and CUL-6.	Significant and Unavoidable Impact.
	Would the project, combined with other related cumulative projects, result in a cumulatively considerable conflict with applicable zoning and other regulations governing scenic quality?	Refer to Mitigation Measures CUL-5 and CUL-6.	Significant and Unavoidable Impact.

CEQA provides that an EIR shall focus on a project's significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. Prior to preparation of this Draft EIR, the City prepared the *3700 Riverside Drive Mixed-Use Project Initial Study*, dated March 2021, to determine potentially significant effects of the proposed Project; refer to Appendix 11.1, *Initial Study and Notice of Preparation*. Through the course of this evaluation and preparation of this Draft EIR, certain impacts were identified as "less than significant with mitigation incorporated," "less than significant," or having "no impact" due to the inability of a project of this scope and nature to yield such impacts or the absence of project characteristics producing impacts of this type. These impacts are not required to be included in the EIR's primary environmental analysis section (Section 5.0, *Environmental Analysis*), but are presented in Section 8.0, *Effects Found Not To Be Significant*. Pursuant to the analysis presented in Section 8.0, the following are recommended mitigation measures necessary to ensure that potentially significant impacts identified in Section 8.0 are reduced to less than significant levels.

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 by a qualified biologist, defined as an individual with a bachelor's degree or above in a biological science field and demonstrated field experience, retained by the Project Applicant and approved by the City of Burbank Community Development Department's Planning Division 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. The qualified biologist shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Burbank Community Development Department's Planning Division, California Department of Fish and Wildlife, and other appropriate agency.

CUL-1 The Applicant shall be required to retain the services of one or more monitor(s) who are qualified in the identification of archaeological and Native American resources. The Archaeological Monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology to determine if the potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)), and shall be present during construction related ground disturbance activities including, 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) within the Project site. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department's Planning Division prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological 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 Archaeological Monitor has indicated that the site has a low potential for cultural resources, whichever occurs first. The Applicant shall also be required to make the Project site available to native tribe(s) that have ancestral ties to the region during ground disturbance activities for monitoring on their own behalf, if requested, including the Gabrieleño Band of Mission Indians Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage Commission.

CUL-2 The Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall maintain weekly communication with the consulting tribal groups regarding the Project schedule and when requested, shall share any and all monitoring logs.

CUL-3 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the Archaeological Monitor, as defined in Mitigation Measure CUL-1, 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 Archaeological Monitor shall immediately notify the City of Burbank Community Development Department's Planning Division to implement Native American consultation procedures. Following the discovery, Native American monitoring as described in Mitigation Measure TCR-1 shall be implemented.

CUL-4 In the event that human remains are discovered during on-site construction activities, the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall immediately divert work at minimum of 50 feet and place an exclusion zone around the discovery location. The Archaeological Monitor shall then notify the construction manager who shall notify the County Coroner per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Work shall continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) as mandated by State law who shall then appoint a Most Likely Descendent (MLD). Once NAHC identifies the most likely descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented to the extent feasible in accordance with Section 15064.5(e) of the State CEQA Guidelines.

GEO-1 Prior to issuance of a grading permit, the Project Applicant shall demonstrate, to the satisfaction of the City of Burbank Community Development Department's Building and Safety Division, 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.

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 qualified paleontologist shall have a B.S. or B.A. in geology and/or paleontology with demonstrated competence in research, fieldwork, reporting, and curation. The WEAP shall be reviewed and approved by the City of Burbank Community Development Department's Building and Safety and Planning Divisions prior to ground disturbance 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 the 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 (Mitigation Measure GEO-2) and the City of Burbank Community Development Department's Building and Safety and Planning Divisions 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. The Project Applicant shall be responsible for the full cost of implementing this mitigation measure.

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's Building and Safety and Planning Divisions for review and comment and to the City Building Official 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.

If hazardous materials are identified on-site, the Project Applicant shall inform adjacent sensitive-use property owners and businesses (i.e., the Bright Horizons Daycare Center) of anticipated demolition dates and times at least ten (10) business days prior to demolition activities to minimize potential hazardous materials impacts to sensitive receptors in the Project area.

The Project Applicant shall inform the City Building Official, via monthly compliance report, of the date when all identified hazardous building materials/waste, if any, are properly removed from the Project site.

NOI-1 Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City's Building Official, that the construction plans require a temporary noise barrier or enclosure during all phases of construction that meets the following conditions:

- The temporary noise barrier or enclosure shall be used along the southern and eastern property lines to break the line of sight between the construction equipment and the adjacent sensitive receptor (Assessor's Parcel Number [APN] 2485-005-005).

- The temporary noise barrier shall have a sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular

framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. An alternative method that attains that same level of noise reduction may be considered at the sole discretion of the City Building Official. The Project Applicant shall pay all costs associated with any City-required third-party consultant review of any proposed alternative method.

- The Project Applicant shall ensure the length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. This shall be achieved by the following requirements:

    - The noise control barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend length-wise and vertically as far as feasibly possible to be most effective.

- In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. The City Building Official shall review and approve all proposed designs prior to the issuance of a building permit.

TRA-1 Prior to construction activities, the Project Applicant shall prepare a Construction Management Plan for review and approval by the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, and City Building Official. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control protocols shall be specified for any temporary lane closure, detour, or other disruption to traffic circulation, including bicycle, pedestrian, and transit. Disruption to traffic circulation shall be minimized to the greatest extent feasible. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) compliance.

- Bus stop access impacts, if any, shall be coordinated with and approved by the Los Angeles County Metropolitan Transportation Authority (Metro).

- Thirty (30) days prior to any construction activities, the Construction Contractor shall notify the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, City Building Official, the California Department of Transportation (Caltrans), and Metro, as applicable, of construction activities that

could impede movement (such as temporary lane closures) along roadways, to allow for planning temporary detours.

- Identify construction vehicle haul routes for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to the site; necessary traffic controls and detours; and a construction phasing plan for the Project to reduce impacts to local streets and plan for traffic control signage and detours along identified haul routes to minimize impacts to existing traffic flow.

- Specify the hours during which hauling activities can occur and methods to mitigate construction-related impacts to adjacent streets such as traffic control barricades, cones, flaggers, and warning signs.

- Require the Construction Contractor to keep all haul routes clean and free of debris, including but not limited, to gravel and dirt resulting from Project construction. The Contractor shall clean adjacent streets, as directed by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer, of any Project material that may have been spilled, tracked, or blown onto adjacent roadways or areas.

- Use of a construction flagperson (as deemed appropriate by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer) to assist in maintaining efficient vehicle travel in both directions (particularly during peak travel hours) and use of construction signage and safe ADA-compliant detour routes for pedestrians, bicyclists, and transit users when surrounding roadways and sidewalks are affected.

TCR-1 If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, work shall be halted in the immediate vicinity of the find (a 60-foot buffer around the find) until the find can be evaluated by the Archaeological Monitor, as defined in Mitigation Measure CUL-1, and Native American Monitor. Work on areas outside of the buffered area may continue during the assessment period.

If the resources are determined to be potential tribal cultural resources, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. The Native American Monitor shall be a professional qualified in the identification and/or preservation of tribal cultural resources and agreed to by tribe(s) with ancestral ties to the region, in consultation with the Native American Heritage Commission. Native American monitoring shall be implemented in the event a cultural resource of Native American origin is identified at any stage of ground disturbance, including, but not limited to, site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than 1.5-feet (including boring, grading, excavation, drilling, potholing or auguring, and trenching).

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.

The Applicant shall, in good faith, consult with the tribe(s) with ancestral ties to the region on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "archeological resource," the Archaeological Monitor, 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. If the resources are determined to be non-Native in origin, 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 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.

1.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Implementation of the Project would result in significant and unavoidable impacts in the following areas:

- *Impacts to Historical Resources*. As currently proposed, the Lakeside Car Wash building would be demolished to allow construction of the proposed mixed-use development and associated site improvements in its place. This action would materially impair Lakeside Car Wash by demolishing the physical characteristics that convey the significance of the resource, thereby resulting in the substantial adverse change in the significance of a historical resource as defined by Section15064.5(b) of the *CEQA Guidelines*. Despite implementation of Mitigation Measures CUL-5 and CUL-6, no additional feasible mitigation would ensure avoidance of the potentially historical resource. Thus, Project impacts would remain significant and unavoidable.

- *Consistency with Burbank2035*. The Project would be inconsistent with the *Burbank2035 General Plan* (Burbank2035) Land Use Element Policy 3.10 and Open Space Conservation Element Policy 6.1, that were adopted with the intent to avoid or mitigate impacts related to historical resources. Despite implementation of Mitigation Measures CUL-5 and CUL-6, no additional feasible mitigation would ensure avoidance of the potentially historical resource, impacts in this regard would be significant and unavoidable.

- *Consistency with Regulations Governing Scenic Quality*. According to Burbank2035, Lakeside Car Wash is a scenic historic resource that represents aspects of the City's history. Despite implementation of Mitigation Measures CUL-5 and CUL-6, no additional feasible mitigation would ensure avoidance of this scenic historic resource, impacts in this regard would be significant and unavoidable.

1.6 SUMMARY OF PROJECT ALTERNATIVES

"NO PROJECT" ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[1] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[2] In essence, the No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. The No Project Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on March 31, 2021.

The Project site is currently occupied by the Lakeside Car Wash consisting of two single-story structures. The main building is located at the center of the site with a car wash 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 car wash 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. The No Project Alternative would retain the site in its current condition and the Lakeside Car Wash would remain operational. The proposed mixed-use development, including landscape and hardscape improvements, would not be developed.

"PARTIAL PRESERVATION" ALTERNATIVE

The Partial Preservation Alternative would relocate the car wash building to the northeast corner of the site (adjacent to the Riverside Drive and North Hollywood Way intersection) and construct the mixed-use development on-site as an L-shaped building wrapped around the car wash building.

The car wash building would be relocated to the northeast corner of the site to preserve its presence along the street frontage, particularly at the corner of two major arterials (North Hollywood Way and Riverside Drive). However, given the age and poor structural integrity of the existing car wash building, most of the building would have to be reconstructed on-site as part of this alternative. As much of the original Lakeside Car Wash components would be salvaged for partial preservation, including portions of the walls and roof, rock planters outside of the building, façade, and signage, as feasible. Structural engineering assessments of the existing car wash building were conducted to determine the feasibility of relocating the building and its components. The assessments generally concur that the existing car wash building has poor structural integrity and while relocating the building would not be infeasible, it would be difficult, impractical, and exorbitantly expensive. Therefore, under this alternative, portions of the building that cannot be relocated given the age and brittle nature of the building's concrete/masonry units, would be reconstructed in a like manner with materials that resemble the appearance of the original building.

[1] *CEQA Guidelines* Section 15126.6(e)(2).
[2] *CEQA Guidelines* Section 15126.6(e)(3)(B).

The reconstructed and partially preserved building would preserve the major character-defining features (CDFs) of the historic car wash, including the general rectangular massing, one-story height, low-pitched roof, large pylon sign at the corner of the property (slightly setback into the property to accommodate right-of-way dedication), presence along an arterial corridor, large sign along the primary façade of the building, building material (e.g., natural and synthetics), split stone fireplace inside the building, rock planters outside of the building, and large plate glass windows. The reconstructed and partially preserved car wash building would be repurposed into a 3,000-square foot commercial area with one or more commercial uses (e.g., restaurant, coffee shop, etc.), which is a compatible repurposed use per the Secretary's Standard for the Treatment of Historic Properties. While a majority of the car wash building's CDFs would be preserved, the reconstructed and partially preserved building would lose its setback from the street and paved area surrounding the building.

The residential component of the Project would be constructed as a seven-story L-shaped building with 34 units. No affordable housing units would be provided given that a density bonus would not be requested, and the alternative would be required to comply with the City's Inclusionary Housing Ordinance through payment of the applicable in-lieu fees. Under this alternative, ground-level amenities and landscaping such as the publicly accessible open space, outdoor dining areas, and low/raised planter walls along site perimeter would be eliminated, and upper level private open space areas would be reduced given the site's reduced developable area and smaller building footprint. Ground-level parking would also be reduced from 29 spaces to 14 spaces and thus, require an additional partial subterranean parking level to accommodate the 83 total required parking spaces. The Partial Preservation Alternative would require City discretionary approval of a Development Review, Conditional Use Permit, and Tentative Condominium Map.

1.7 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

The No Project Alternative is the environmentally superior alternative given that the Project's significant and unavoidable impact related to historical resources would be eliminated. However, per *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the Partial Preservation Alternative is identified as the environmentally superior alternative.

This alternative would construct fewer residential units, eliminate deed-restricted affordable units, and provide slightly more retail/commercial square footage in a separate building (i.e., the relocated/partially preserved car wash building). As such, the Partial Preservation Alternative would be able to meet some of the Project's objectives. Specifically, this alternative would be able to reduce vehicle miles traveled by providing a mixed-use development in a jobs rich area in proximity to existing and proposed transit (Objective No. 1) and construct the new development in compliance with the Green Building Code requirements and the City's Greenhouse Gas Reduction Plan (Objective No. 9). As components of the historically significant car wash building would be partially preserved and the pylon sign would be preserved in its entirety on-site, the Partial Preservation Alternative would also meet Objective No. 10.

Given the fewer residential units and the elimination of affordable units, this alternative would generate new construction, housing, and long-term revenues for the City (Objective No. 5), but not to the extent of the Project. Similarly, while this alternative would not provide any affordable housing

units (Objective No. 7), it would help the City meet RHNA requirements for above moderate income housing and thus, would meet Objective No. 2, although not to the extent of the Project.

Although this alternative would repurpose the reconstructed car wash building into a 3,000-square foot commercial building with one or more commercial uses (e.g., restaurant, coffee shop, etc.), this alternative would not be able to provide locally-serving commercial uses with high quality storefronts to the extent of the Project (Objective No. 8).

Under this alternative, ground-level amenities and landscaping such as the publicly accessible open space area, outdoor dining areas, and low/raised planter walls along the site perimeter would be eliminated, and upper level private open space areas would be reduced given the site's reduced developable area and smaller building footprint. Thus, this alternative would only partially meet Objective No. 6 in helping meet the recreational needs of Project residents and employees by providing landscaped common open space for residents, but not to the extent of the proposed Project.

This alternative would partially meet Objective No. 3 by creating a transit and pedestrian oriented environment with a street-adjacent commercial building and separate residential building wrapped around with widened sidewalks along the site perimeter; however, it would not provide the publicly accessible open space proposed by the Project.

Last, the Partial Preservation Alternative would redevelop the currently underutilized property by providing housing (Objective No. 4). However, as analyzed under Section 7.3.2, *"Relocate Off-Site" Alternative*, relocating the building, even separate building components, would likely result in crumbling and serious cracking beyond re-use due to the brittle nature of clay brick masonry, which cracks and splits under the stresses it would be subjected to during a relocation operation. Therefore, relocating partially preserved components of the existing building may be difficult, impractical, and exorbitantly expensive. Thus, this alternative would not meet Objective No. 4 to the extent of the Project given that the partial preservation and relocation of building components under this Alternative would make the Alternative less economically feasible to implement for the Project Applicant, eliminate any on-site affordable housing units, and make it less likely for the Project Applicant to pursue redevelopment of the site.

Overall, the Partial Preservation Alternative would fully achieve some Project objectives and some to a lesser degree than the Project. However, many of the basic Project objectives would not be met and, from an overall perspective, this alternative would not be as cohesive as the proposed Project. Specifically, the Project as proposed would provide a mixed-use building with high-quality, ground-level commercial uses, a mix of market rate and affordable housing units, public and private amenities, and publicly accessible open space. While this alternative would partially preserve elements of the Lakeside Car Wash, the significant and unavoidable impacts to historical resources would remain, as the historic resource's significance is a result of the structure and site characteristics. Thus, although the Partial Preservation Alternative would meet some of the Project objectives and reduce the impacts to a historical resource, this alternative would not avoid the Project's significant and unavoidable impacts.

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2.0 Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

The proposed 3700 Riverside Drive Mixed-Use Project (Project) is located within the City of Burbank (City), in the County of Los Angeles (County), approximately 12 miles north of downtown Los Angeles. The approximately 0.61-acre site is located in the southern portion of the City at 3700 Riverside Drive (Assessor's Parcel Numbers [APNs] 1485-005-004, -014, -015). 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, publicly accessible open space, and surface and subterranean parking. Refer to Section 3.0, *Project Description*, for an expanded discussion.

2.1 PURPOSE OF THE EIR

The City is the Lead Agency under the California Environmental Quality Act (CEQA) and has determined that an Environmental Impact Report (EIR) is required for the 3700 Riverside Drive Mixed-Use Project (Project) (State Clearinghouse No. 2021040010). This EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); *CEQA Guidelines* (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Burbank. The principal *CEQA Guidelines* sections governing content of this document include Sections 15120 through 15132 (Article 9, *Contents of Environmental Impact Reports*), and Section 15161, *Project EIR*.

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects of the proposed Project. For more detailed information regarding the Project, refer to Section 3.0, *Project Description*.

This EIR addresses the environmental effects of the Project, in accordance with Section 15161 of the *CEQA Guidelines*. As referenced in Section 15121(a) of the *CEQA Guidelines*, the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effects of the Project;
- Identify possible ways to minimize the significant effects of the Project; and
- Describe reasonable alternatives to the Project.

Mitigation measures are provided that may be adopted as Conditions of Approval for the Project to avoid or minimize the significance of impacts resulting from the Project. In addition, this EIR is the primary reference document used in the formulation and implementation of a mitigation monitoring program for the Project.

The City (which has the principal responsibility of processing and approving the Project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with Section 15093(b) of the *CEQA Guidelines*, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the

agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed, per Section 15093 of the *CEQA Guidelines*, a "statement of overriding considerations."

This EIR analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the *CEQA Guidelines*. The analysis considers the activities associated with the Project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 COMPLIANCE WITH CEQA

The City of Burbank is the Lead Agency with authority to prepare this Draft EIR and, after completion of the public comment/response process, is the certifying agency for the Final EIR. This Draft EIR is intended to serve as an informational document to be made available for public review and consideration by the City and the Responsible Agencies during deliberations on the Project. The required approvals associated with the Project are described in Section 3.0.

Questions and comments regarding the preparation of this document and the City's review of the Project should be referred to the following:

City of Burbank
Community Development Department's Planning Division
150 North Third Street
Burbank, California 91502
Attn: Daniel Villa, Senior Planner
(818) 238-5250
dvilla@burbankca.gov

PUBLIC REVIEW OF DRAFT EIR

In accordance with Sections 15087 and 15105 of the *CEQA Guidelines*, this Draft EIR will be circulated for a 45-day public review period. Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the individual identified above. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. Upon the close of the public review period, the Lead Agency will then proceed to evaluate and prepare responses to all relevant written comments received during the public review period. All comment letters, together with the responses to those comments, will be included in the Final EIR.

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

a) The Draft EIR or a revision of the Draft EIR;
b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, after the Final EIR is completed, and at least ten days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

PROJECT CONSIDERATION

After Final EIR certification, the Planning Board may consider approval of the Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During Draft EIR preparation, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of an Initial Study and Notice of Preparation (NOP) to various responsible agencies, trustee agencies, and interested parties. In addition, a public scoping meeting was held on April 14, 2021 at 6:00 p.m. Due to the COVID-19 pandemic, the public scoping meeting was held virtually to ensure public health safety. The scoping meeting's purpose was to:

- Inform the public of the Project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

Pursuant to *CEQA Guidelines* Section 15082, as amended, the City circulated an Initial Study and NOP directly to public agencies (including the State Clearinghouse Office of Planning and Research) and members of the public who had requested such notice. The Initial Study and NOP were distributed on March 31, 2021, with the 30-day public review period concluding on April 30, 2021.[1] The purpose of the NOP was to formally announce the preparation of a Draft EIR for the Project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Initial Study and NOP provided preliminary information

[1] Given that March 31, 2021 was a State holiday (Cesar Chavez Day), the State Clearinghouse started the NOP public review period on April 1 rather than March 31, 2021. As such, comment letters were received one additional day beyond the 30-day review period (April 30, 2021).

regarding the anticipated range of impacts to be analyzed within the EIR. The Initial Study, NOP, and comment letters received are provided in Appendix 11.1, *Initial Study and Notice of Preparation*, and Appendix 11.2, *NOP Comments*. A summary of the environmental issues raised in the NOP comment letters include:

- Project plan details regarding façade; building height; setbacks; landscaping; parking; anticipated retail/restaurant use; and location of stationary noise sources and balconies/open space areas (refer to Section 3.0, *Project Description*);

- Analysis of Project alternatives that reduce the Project's environmental impacts (refer to Section 7.0, *Alternatives to the Proposed Project*);

- Potential aesthetic impacts related to the proposed building height (refer to Section 8.0, *Effects Found Not To Be Significant* [Aesthetics]);

- Potential impacts related to air quality and modeling assumptions (refer to Section 8.0 [Air Quality] and Appendix 11.1A, *Air Quality/HRA/GHG/Energy Analysis*);

- Potential impacts regarding geological hazards, including subsidence concerns (refer to Section 8.0 [Geology and Soils] and Appendix 11.1C, *Geotechnical Study*);

- Potential impacts related to asbestos-containing materials during demolition activities (refer to Section 8.0 [Hazards and Hazardous Materials]);

- Project consistency with required *Burbank Municipal Code* (BMC) standards (refer to Section 5.1, *Historical Resources*);

- Potential construction and operational noise impacts on surrounding uses (refer to Section 8.0 [Noise]);

- Potential impacts regarding vehicle miles traveled, impacts on existing transit services, safety and access to public transportation service impacts related to proposed construction and operations, VMT methodologies, and inclusion of transportation demand management strategies (refer to Section 8.0 [Transportation] and Appendix 11.1H, *Transportation Analysis Memo*);

- Potential impacts to tribal cultural resources, as well as the Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) processes (refer to Section 8.0 [Cultural Resources and Tribal Cultural Resources]);

- Potential impacts to water supply (refer to Section 8.0 [Utilities and Service Systems]); and

- Project consistency with existing solid waste regulations and household hazardous waste recycling (refer to Section 8.0 [Hazards and Hazardous Materials and Utilities and Service Systems).

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief Project description and summary of the environmental impacts and mitigation measures.

- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.

- Section 3.0, *Project Description*, provides a detailed Project description indicating Project location, background, and history; Project characteristics, goals and objectives; construction; as well as associated discretionary actions required.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential Project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topical areas:

    - Historical Resources:
        - Cultural Resources;
        - Land Use and Relevant Planning; and
        - Aesthetics.

- Section 6.0, *Other CEQA Considerations*, discusses the long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The Project's growth-inducing impacts, including the potential for population growth, and energy conservation impacts are also discussed.

- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the Project or to the location of the Project that could avoid or substantially lessen the significant impact of the Project and still feasibly attain the basic Project objectives.

- Section 8.0, *Effects Found Not To Be Significant*, provides an explanation of potential impacts that have been determined not to be significant.

- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, and local agencies, other organizations, and individuals consulted.

- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

- Section 11.0, *Appendices*, contains technical documentation for the Project.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

- "Responsible Agency" means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project. (Section 15381)

- "Trustee Agency" means a State agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Trustee Agencies include: The California Department of Fish and Wildlife, The State Lands Commission, The State Department of Parks and Recreation, and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- California Department of Transportation;
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District;
- Los Angeles County Metropolitan Transportation Authority; and
- Los Angeles County Public Works.

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. Copies of these documents are available for review at the City of Burbank Planning Division, located at 150 North Third Street, Burbank, California 91502.

- *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 21-3,950, passed January 5, 2021). The *Burbank Municipal Code* (BMC) provides regulations for governmental operations, development, infrastructure, public health and safety, and business operations within the City. BMC 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.

- *Burbank2035 Greenhouse Gas Reduction Plan* (adopted February 19, 2013). The *Burbank2035 Greenhouse Gas Reduction Plan* (GGRP) is an implementing document for 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 a project could tier the analysis of GHG emissions from, and City has not yet adopted such plan.

3.0 Project Description

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 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 3-1, *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 3-2, *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.

3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

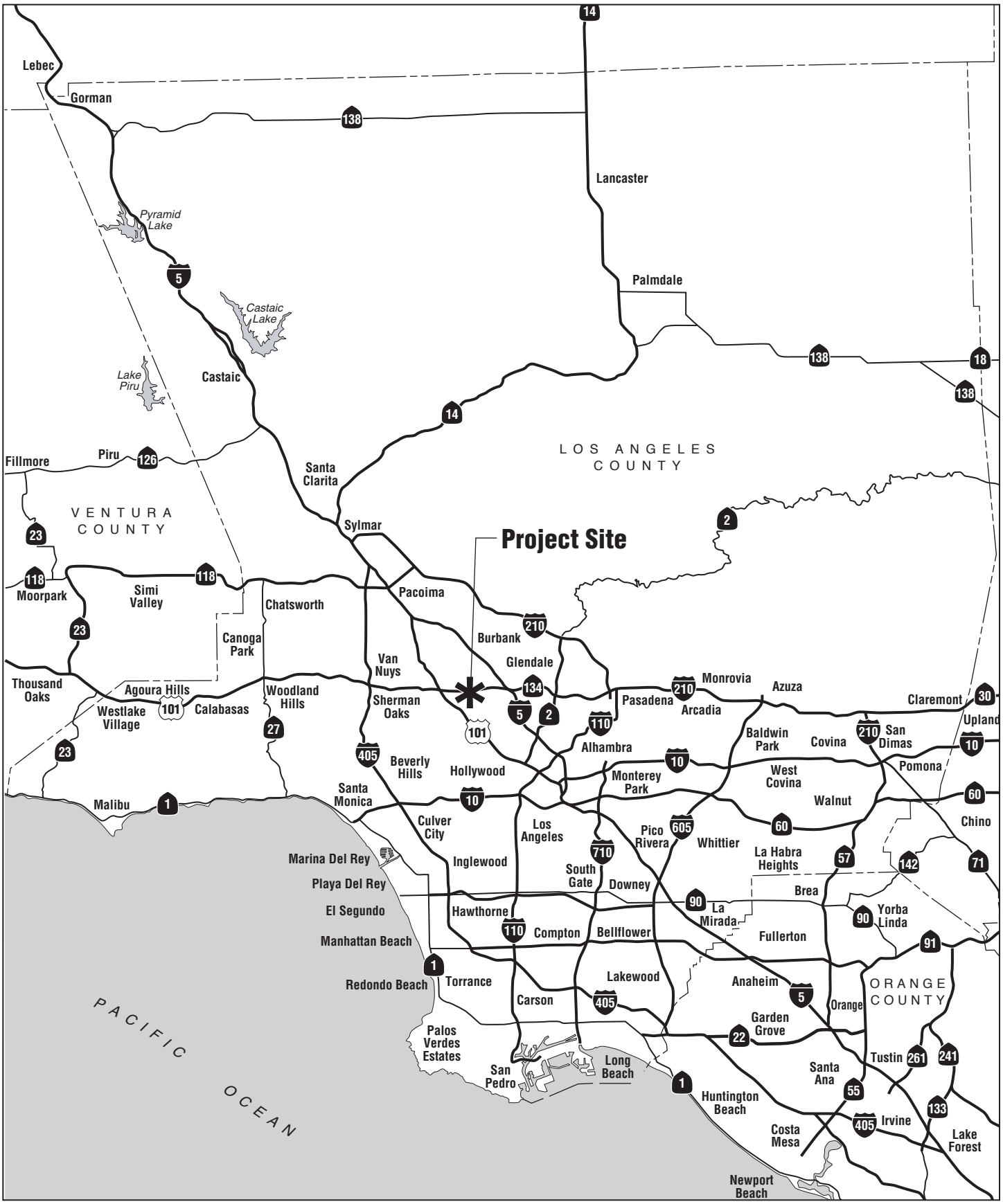
The Project site is located within a highly developed and urbanized area of Burbank and is currently occupied by the Lakeside Car Wash. The car wash facility consists of two single-story structures. The main building is located at the center of the site with a car wash tunnel along the southern end. 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 car wash 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 car wash 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* (BMC), 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.



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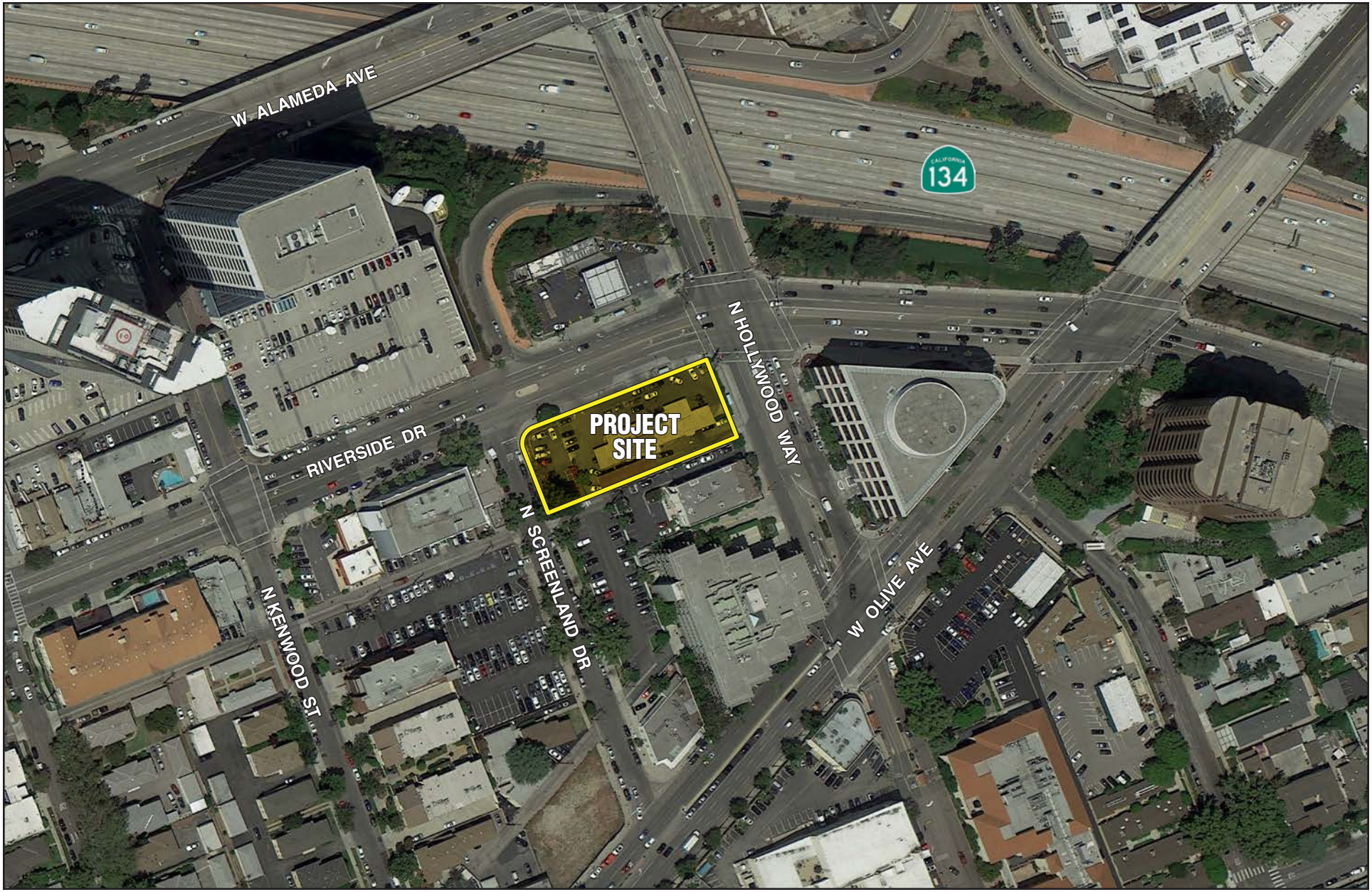
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

Exhibit 3-1



Source: Google Earth Pro, 2020.
- Project Boundary

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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

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 (i.e., headway) of 15 minutes or less during the morning and afternoon peak commute periods (Public Resource Code Section 21064.3). 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; and

- Metro Line 501 Route: Bus stops located at Olive Avenue/Hollywood Way with 12-minute headways in the morning and evening peak hours.

In addition to the major transit stops identified above, the following bus stops are situated in the immediate vicinity of the Project site:

- Metro Bus Line 155 – Operates on West Riverside Drive; a bus stop with shelter is present along the northern Project site boundary; and

- Metro Bus Line 222 – Operates on North Hollywood Way; a bus stop with shelter is present along the eastern Project site boundary.

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 Media District Commercial and zoned Media District Limited Commercial (MDC-2).

- *South:* Existing commercial and office buildings as well as a daycare facility (115 North Hollywood Way) 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.

3.2 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 Car Wash. The Lakeside Car Wash 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 Car Wash continues to operate today solely as a car wash facility.

3.3 PROJECT CHARACTERISTICS

3.3.1 PROJECT DESCRIPTION

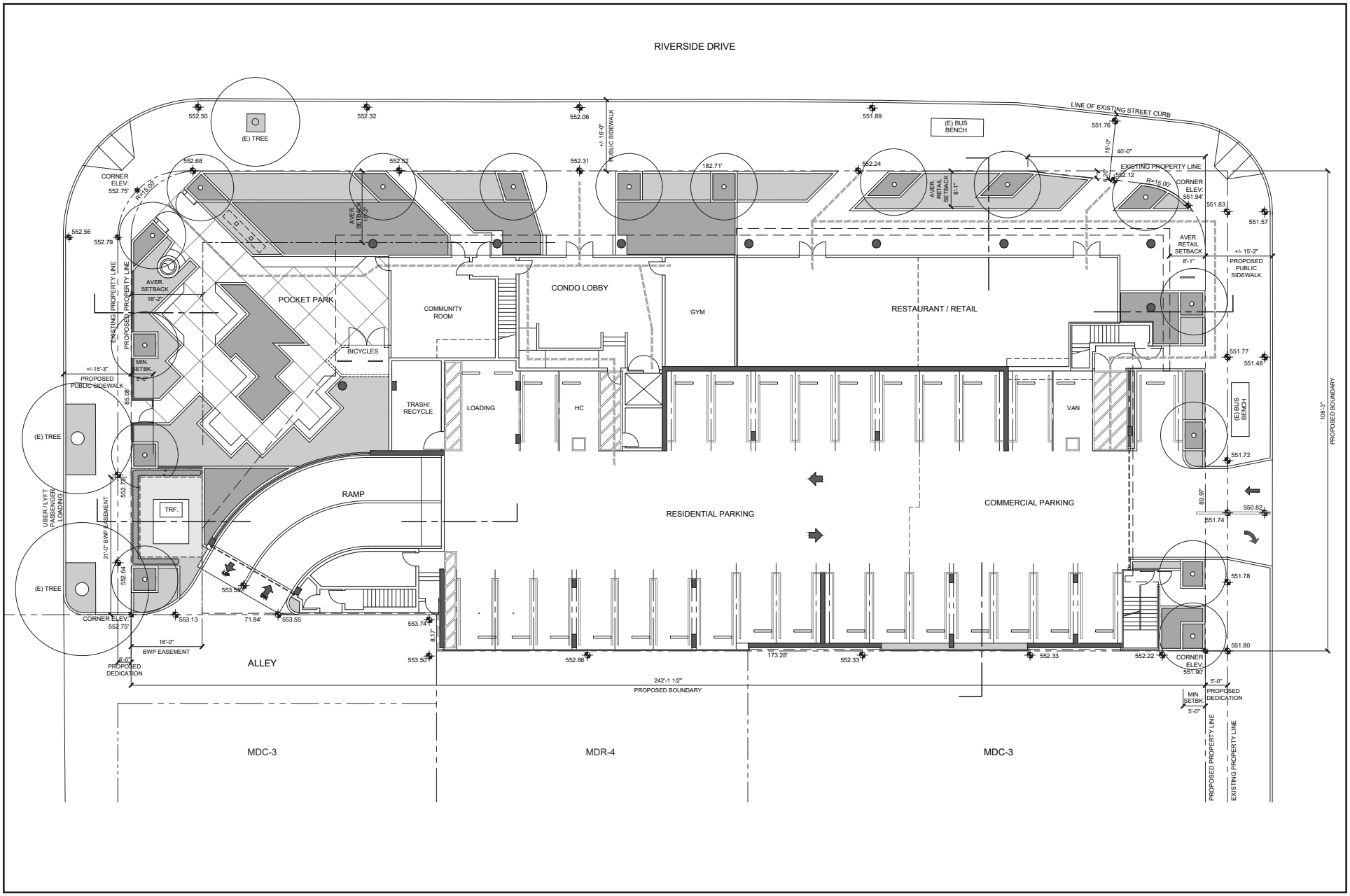
The Project proposes to demolish the existing on-site structures and construct a six-story (with mezzanine), 82,723-gross square foot mixed-use development. The proposed development would consist of 49 condominium units, 2,000 square feet of ground level restaurant/retail use, publicly accessible open space, and surface and subterranean parking; refer to Exhibit 3-3, *Conceptual Site Plan*.

Conceptual floor plans for each level of the building are illustrated on Exhibit 3-4a, *Floor Plan – Parking Level* through Exhibit 3-4i, *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. It is acknowledged that the final site plan design, including individual floor plans, would be finalized and provided for City review and approval during the Project's Building Plan Check phase.

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). It is acknowledged that final design, including architectural details (e.g., façade, building materials, articulations, and fenestrations), would be finalized and provided for City review and approval during the Project's Building Plan Check phase.

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.



Source: Struere Advanced Architecture, 2019

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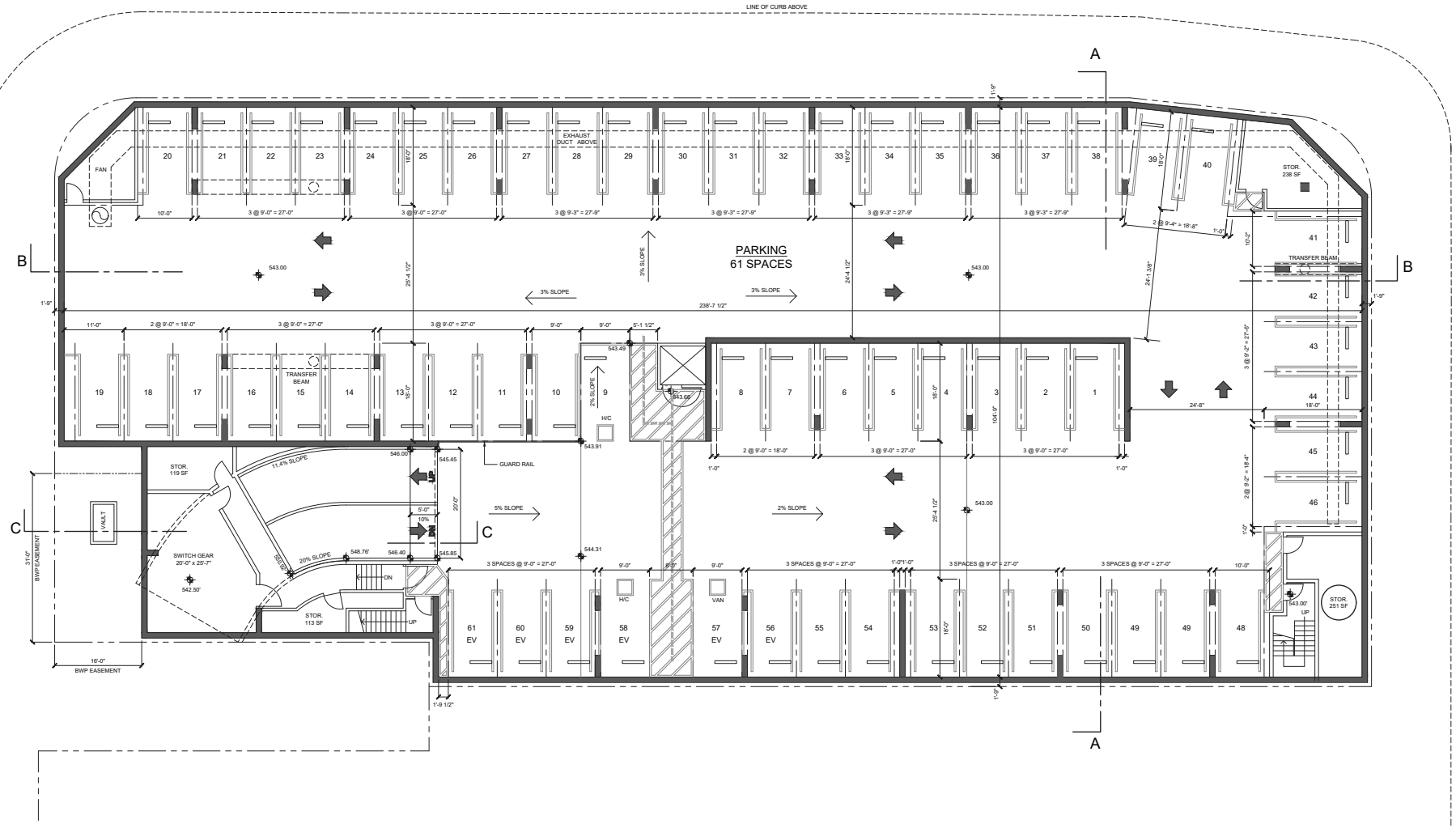
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Site Plan

Exhibit 3-3



Source: Struere Advanced Architecture, 2019

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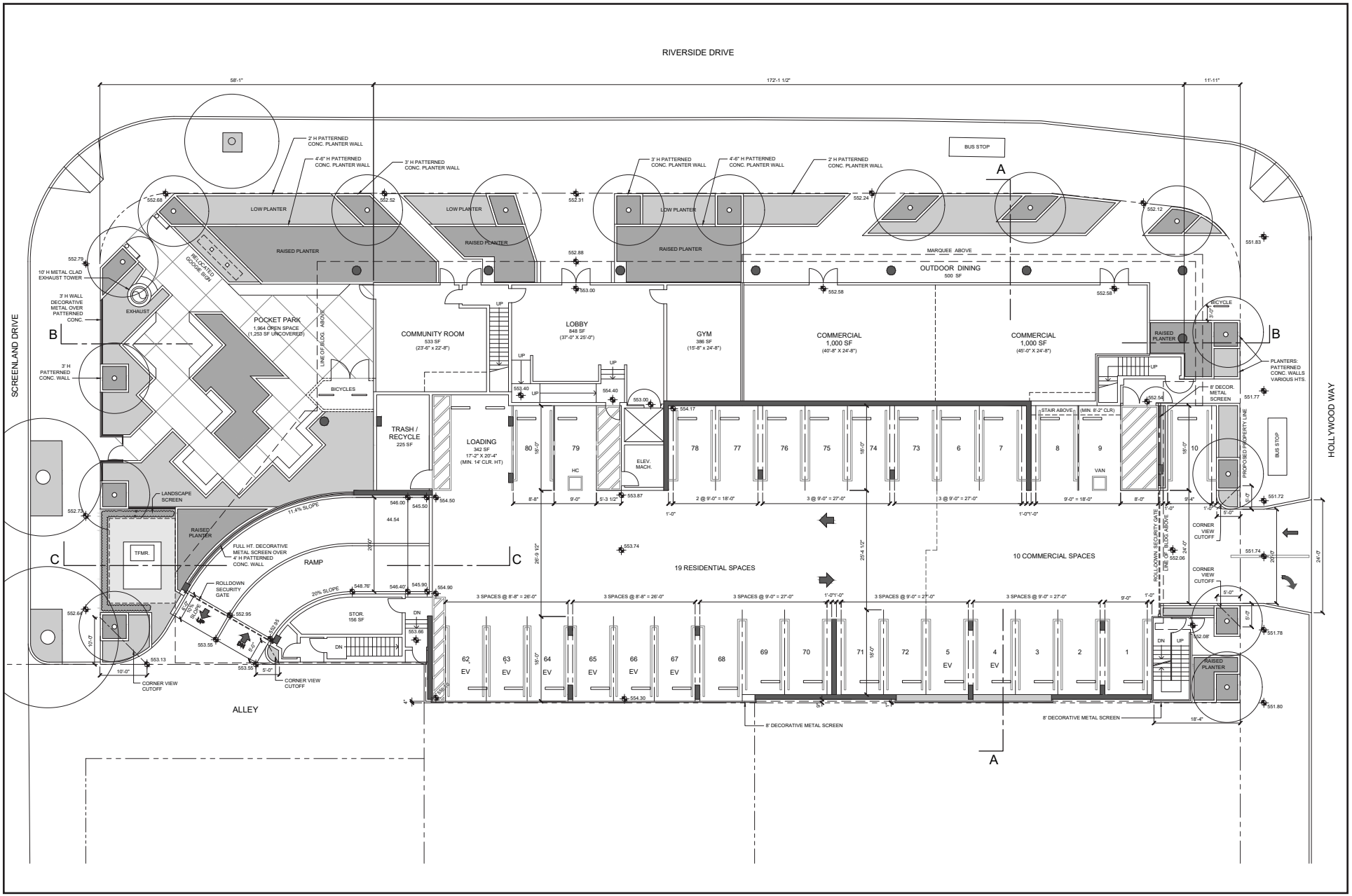
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Parking Level

Exhibit 3-4a



Source: Struere Advanced Architecture, 2019

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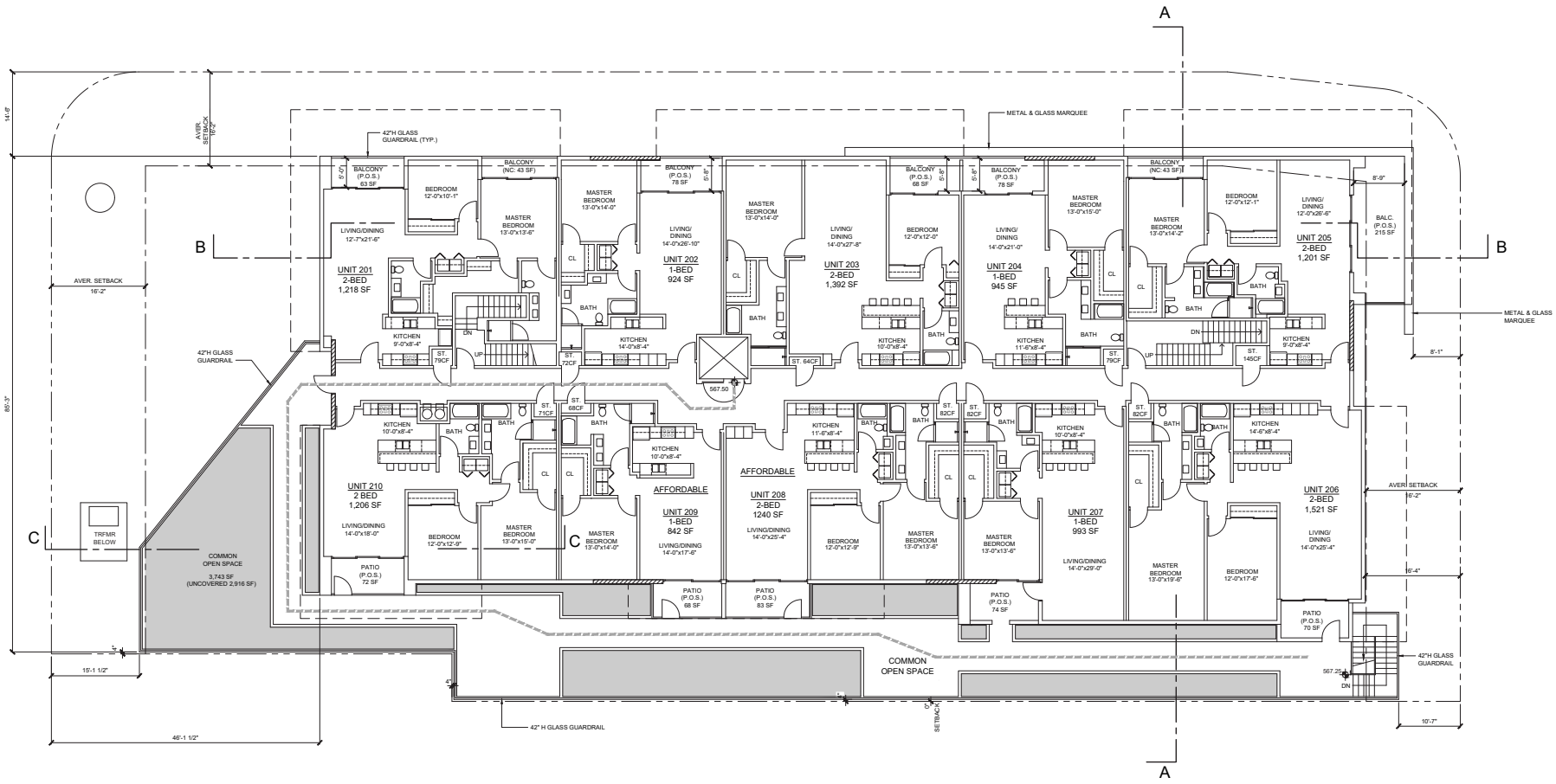
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Ground Floor

Exhibit 3-4b



Source: Struere Advanced Architecture, 2019

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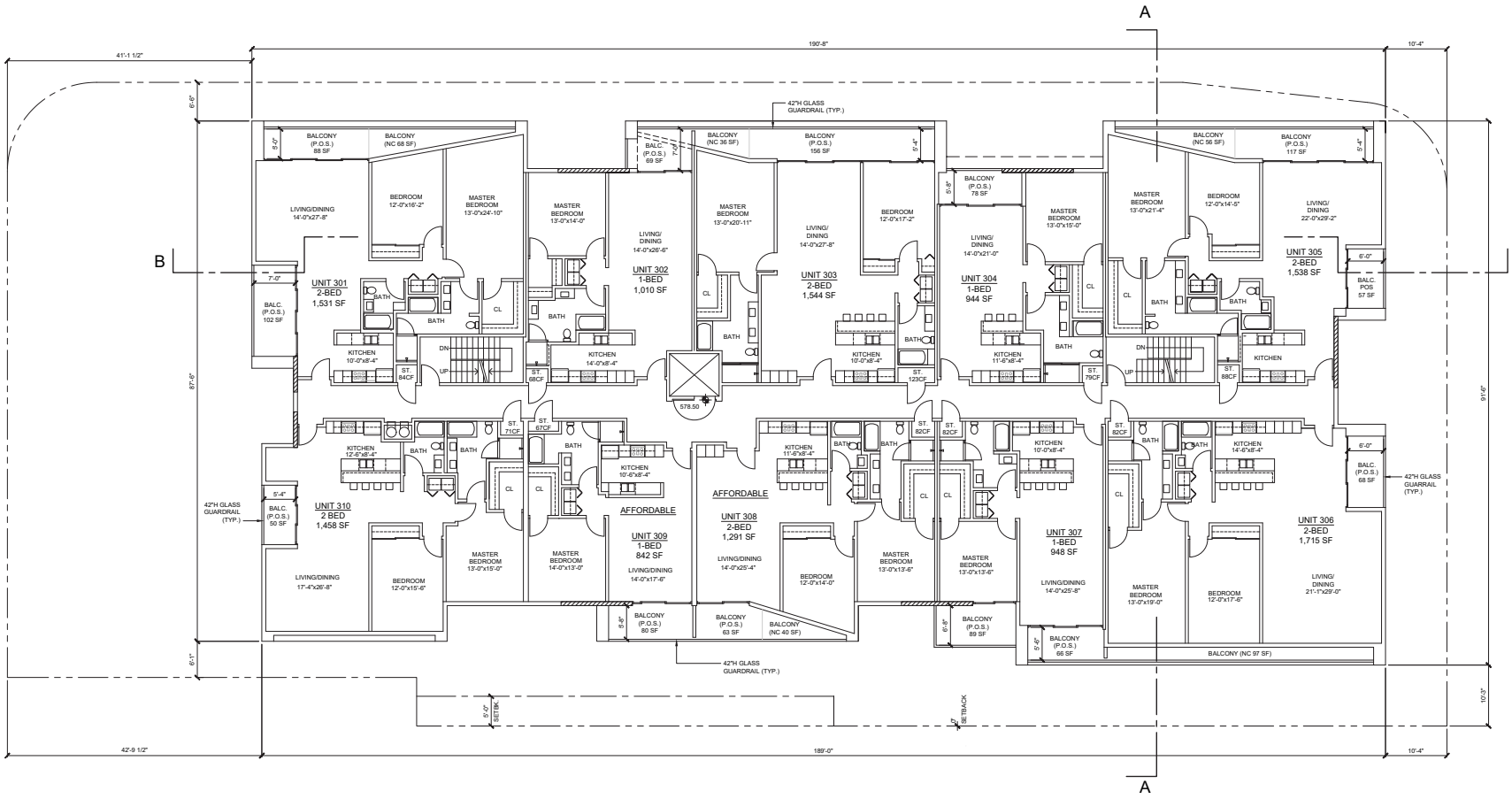
05/2021 JN 179033

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Second Floor

Exhibit 3-4c



Source: Struere Advanced Architecture, 2019

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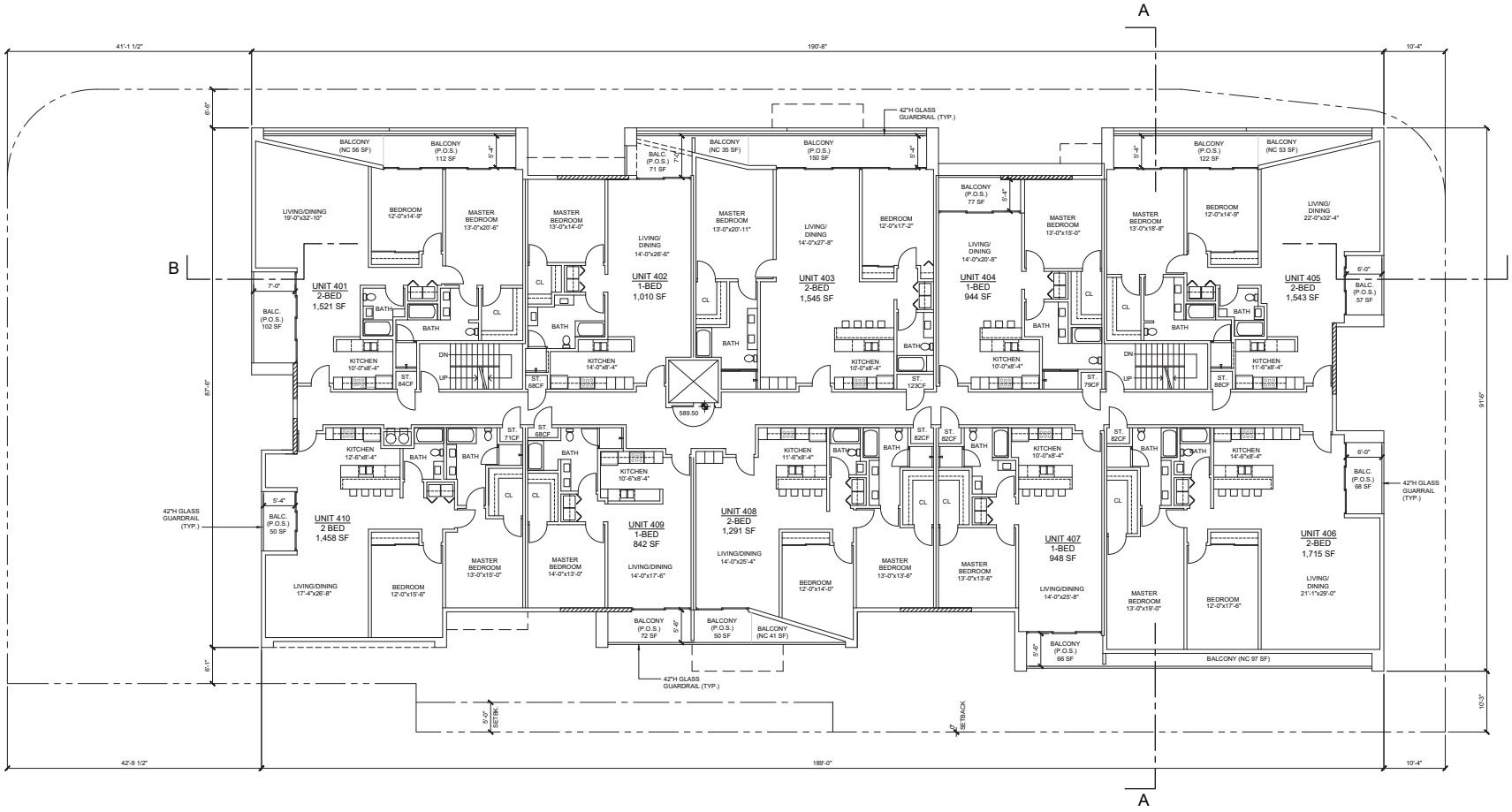
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Third Floor

Exhibit 3-4d



Source: Struere Advanced Architecture, 2019

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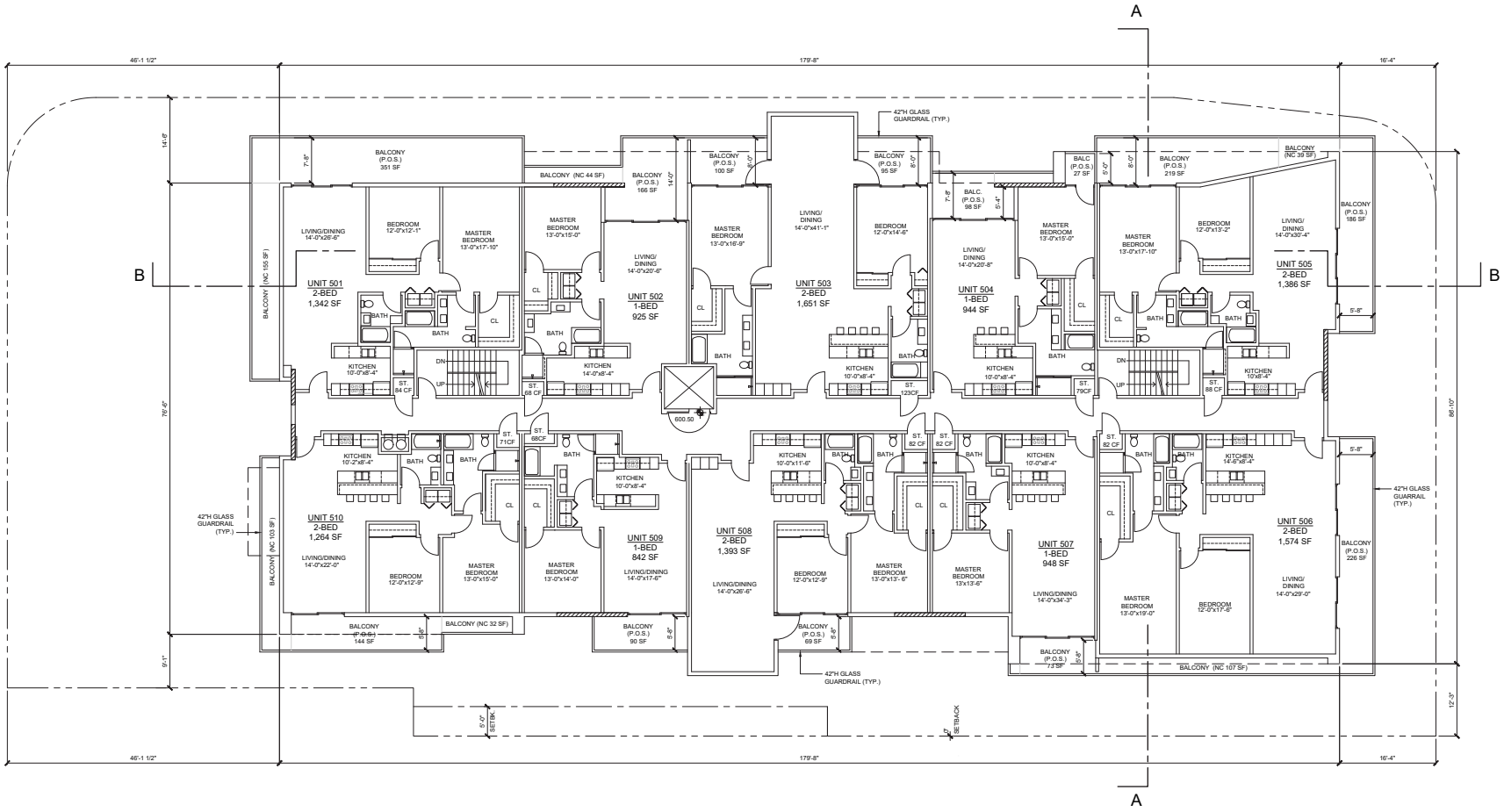
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Fourth Floor

Exhibit 3-4e



Source: Struere Advanced Architecture, 2019

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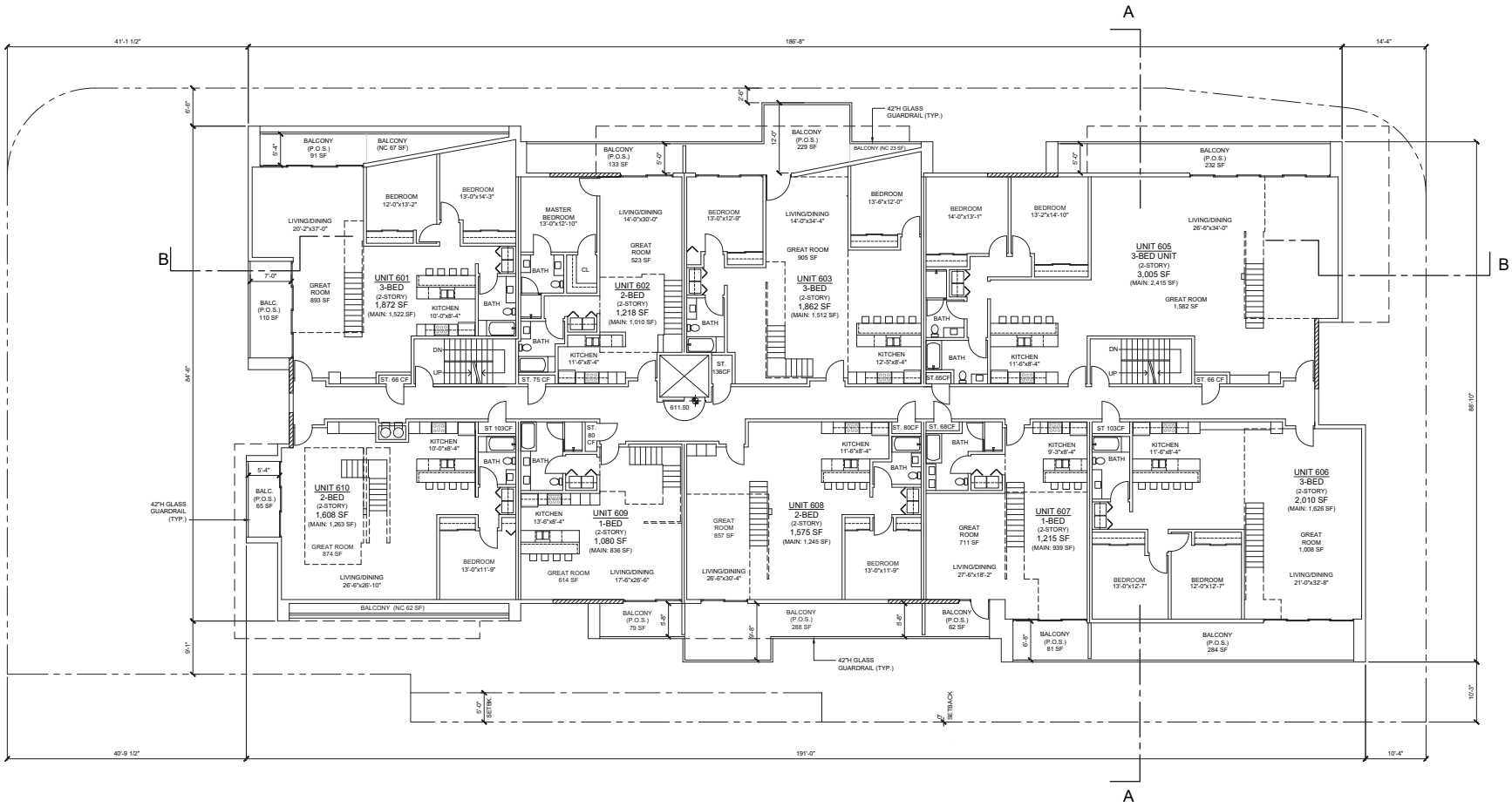
3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Fifth Floor

Exhibit 3-4f



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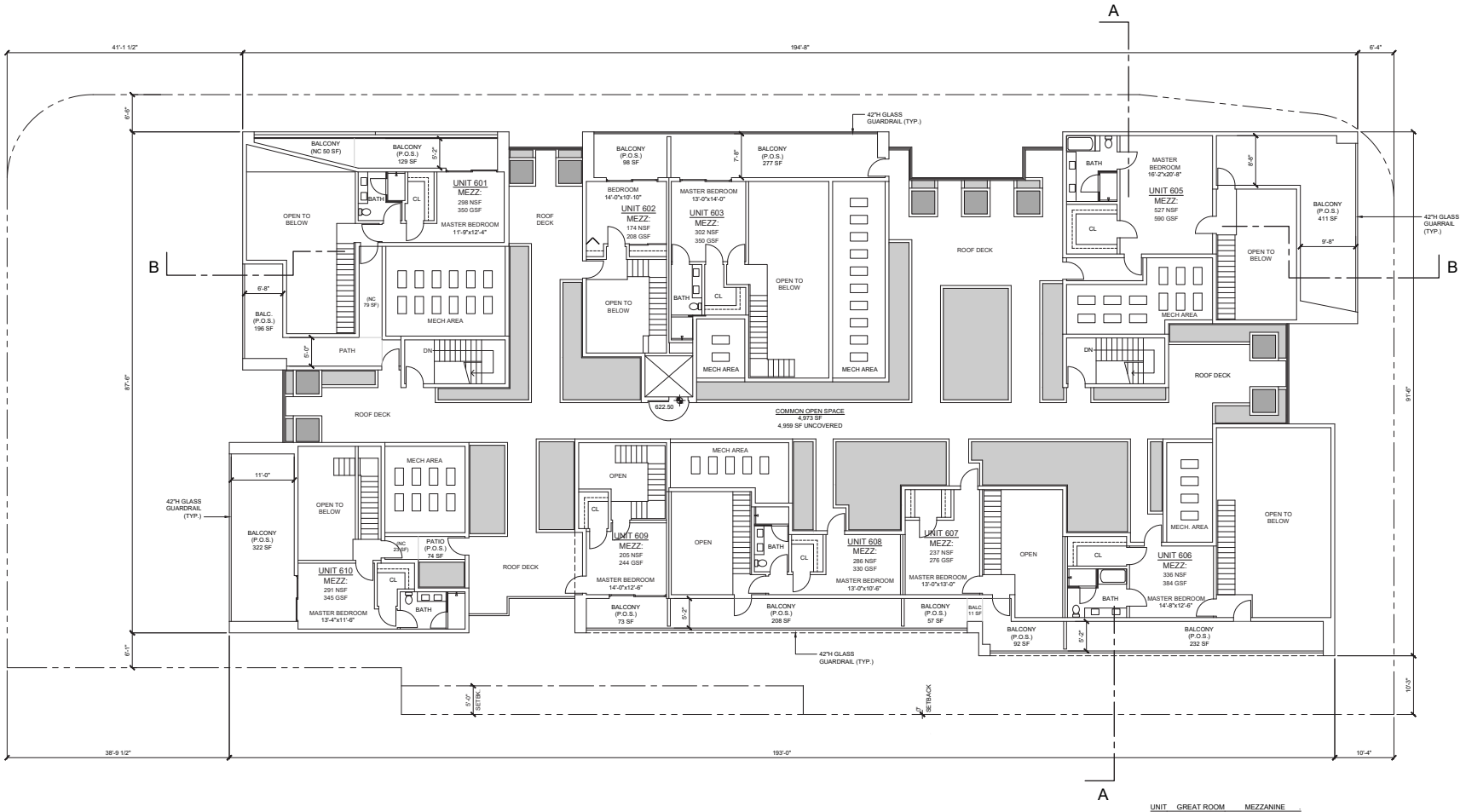
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Sixth Floor

Exhibit 3-4g



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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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
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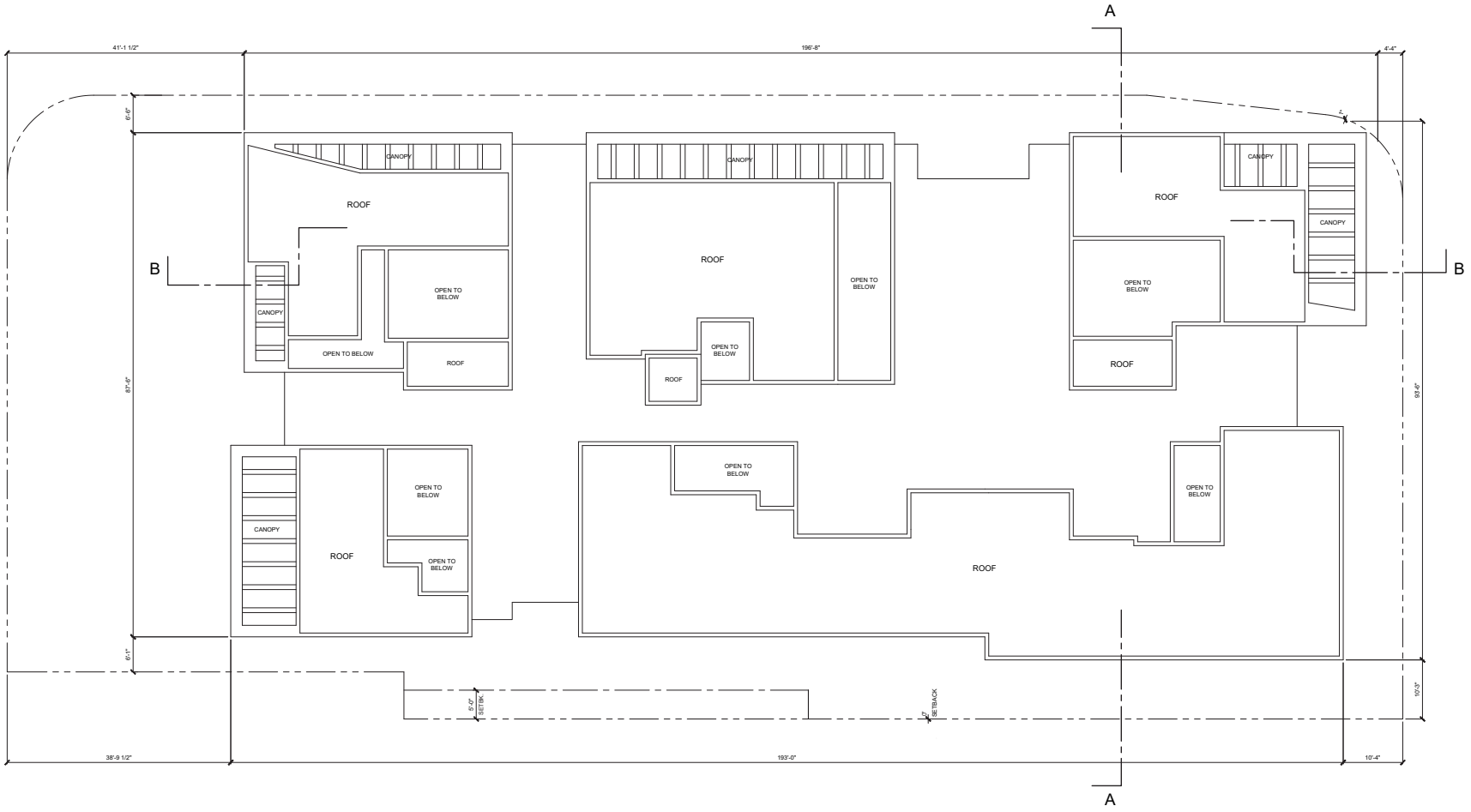
Floor Plan – Mezzanine Level and Roof

Exhibit 3-4h



Source: Struere Advanced Architecture, 2019

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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Floor Plan – Upper Roof

Exhibit 3-4i

SITE ACCESS AND PARKING

Based on BMC 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. Consistent with local and State Density Bonus regulations, 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 3-1, *Proposed Parking*.

Table 3-1
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 BMC 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. As shown on Exhibits 3-4a and 3-4b, the Project would provide three Americans with Disabilities Act (ADA) compliant spaces and 14 electric vehicle (EV) charging spaces in compliance with BMC and CALGreen Code requirements, respectively. Some parking spaces are designated ADA/EV or EV/Vanpool to allow flexibility for residents, employees, and visitors.

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 3-3. 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. Implementation of the Project would not result in any changes to the existing bus stops/associated bus shelters situated along the Project's northern and eastern boundaries.

AMENITIES AND OPEN SPACE

The Project would provide several residential amenities, including a lobby, community room, gym, and publicly accessible open space on the ground level. The 1,964-square foot publicly accessible open space area would include landscaped planters, trees, and seating. The Googie-architecture pylon car wash sign would also be relocated to the northwest corner of the site at the entrance to the publicly accessible open space area; refer to Exhibit 3-4b. A retrospective interpretive display would be installed in the publicly accessible open space with historical records and photographs celebrating the historic significance of the car wash from the post-war era.

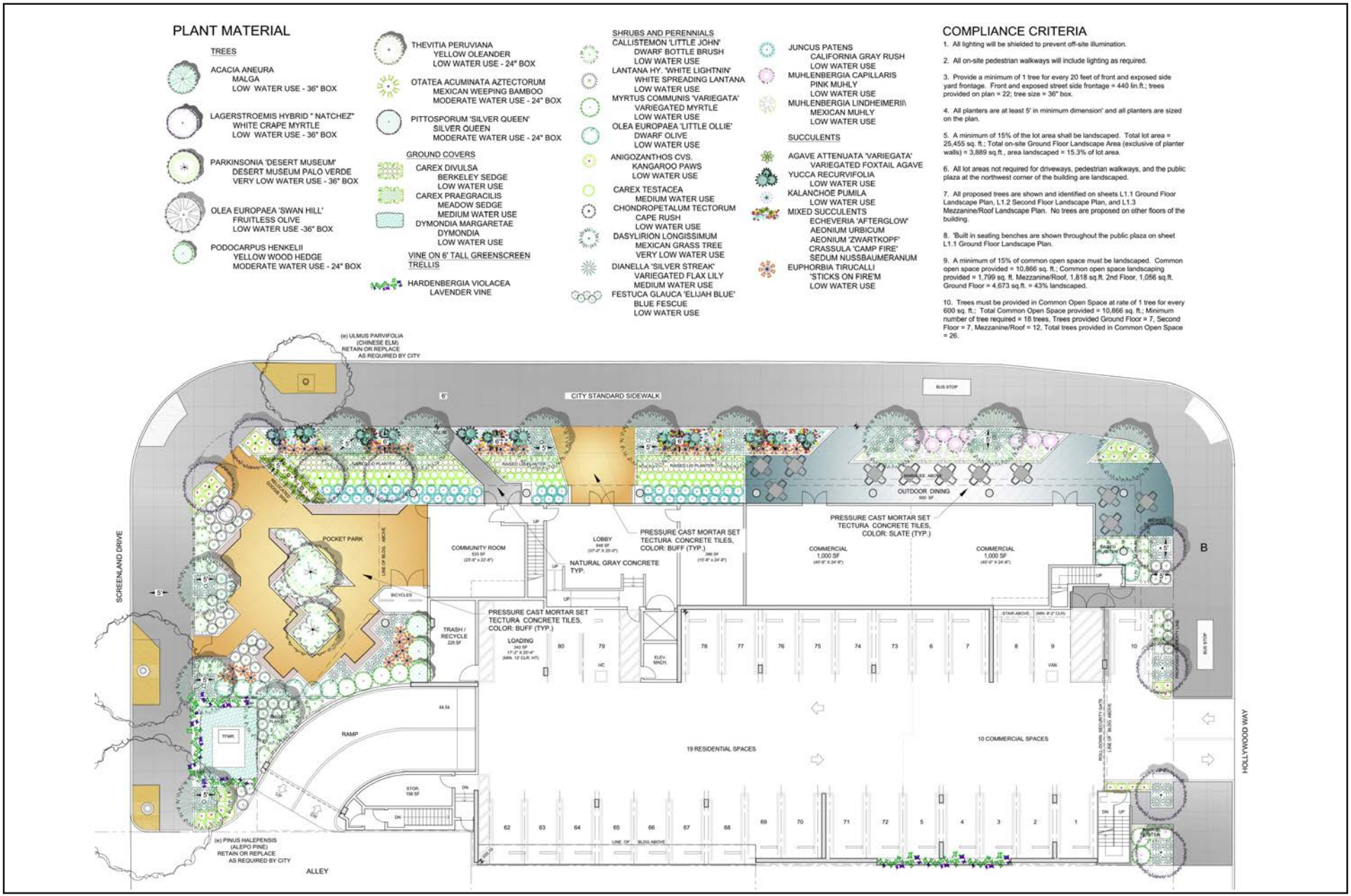
Private common open space is also proposed on the ground level, second floor, and rooftop. The open space areas would include a variety of amenities, including fire pits, seating areas, barbecues, benches, and roof decks, among others. Additionally, private patios and/or balconies are provided for each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

In total, the Project would provide approximately 10,680 square feet of common open space and 10,938 square feet of private (residential) open space. It is acknowledged that final locations of private patios and balconies and provided amenities would be finalized and provided for City review and approval during the Project plan review phase.

LANDSCAPING

Ornamental landscaping would be installed throughout the Project site, including the site perimeter, publicly accessible, and common open space areas; refer to Exhibit 3-5a, *Conceptual Landscape Plan – Ground Floor*, through Exhibit 3-5c, *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 publicly accessible open space area, 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 ground floor open space area; refer to Exhibit 3-5a. 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 3-5b and Exhibit 3-5c. Further, lighting is proposed along all on-site pedestrian walkways and would be shielded to prevent off-site illumination.



Source: Struere Advanced Architecture, 2019

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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Landscape Plan – Ground Floor

Exhibit 3-5a

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

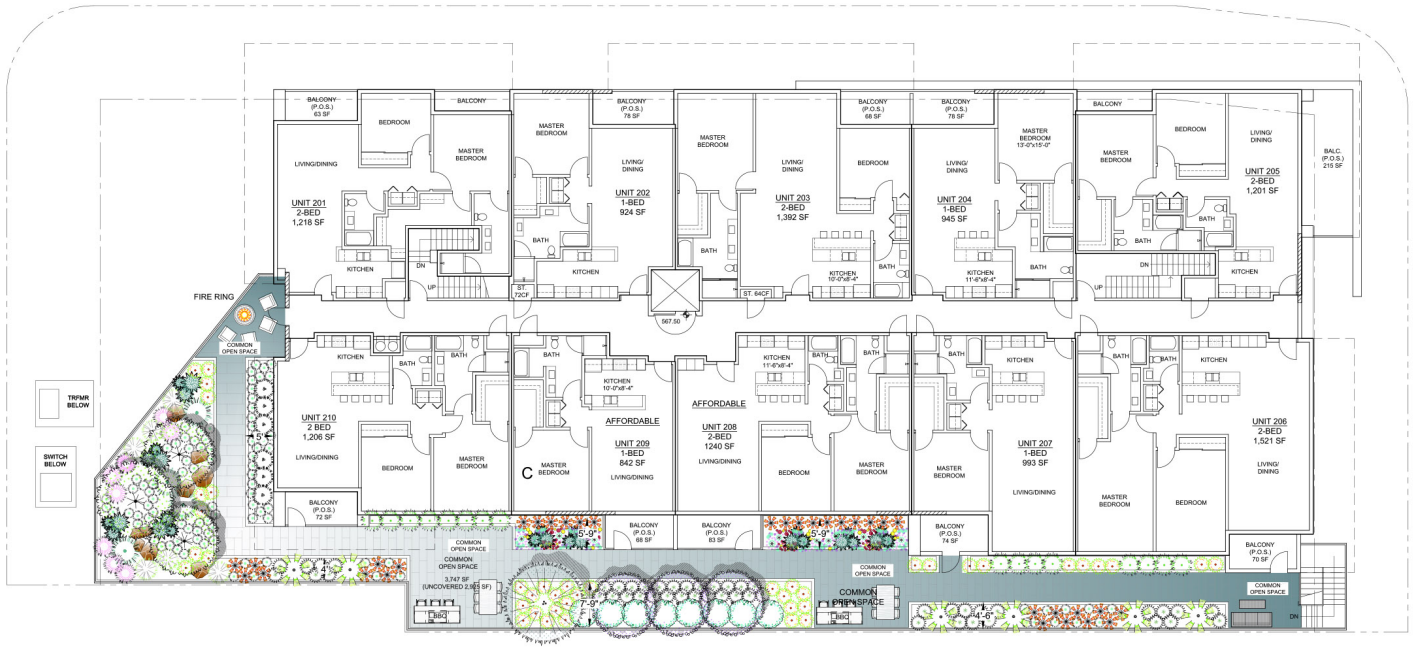
- HARDENBERGIA VIOLACEA — LAVENDER VINE

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

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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Landscape Plan – Second Floor

Exhibit 3-5b

Source: Struere Advanced Architecture, 2019

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3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Conceptual Landscape Plan – Mezzanine/Roof

Exhibit 3-5c

Pedestrian walkways are provided from the existing sidewalks along Riverside Drive, North Hollywood Way, and Screenland Drive to the mixed-use development, including direct access to the proposed lobby, community room, publicly accessible open space, and outdoor dining areas. Additionally, the outdoor dining areas and eastern stairwell exits of the proposed building open towards the existing Metro bus stops along Riverside Drive and North Hollywood Way, respectively. It is acknowledged that final landscaping plans would be provided for City review and approval during the Project plan review phase.

UTILITIES AND SERVICES

The following utilities and services would serve the Project site:

- *Water*. Similar to the existing car wash 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 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).

- *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 site's 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 BMC Section 10-1-1908, *Purpose*, for the proposed mixed-use development.

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

CONDITIONAL USE PERMIT

As stated, the Project proposes a CUP to allow for the following:

- Reduction of parking requirement; refer to Table 3-1.
- The mixed-use structure to exceed 35 feet in height, pursuant to BMC Section 10-1-2107(B)(2), *Conditional Use Permit*.
- The proposed mixed-use development comprised of "Residential Above Commercial Use", which is a conditional use permitted within the MDC-3 zone pursuant to BMC Section 10-1-504, *Uses in All Zones (Except Residential Zones)*.

DENSITY BONUS REQUEST

BMC 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 BMC 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.

3.4 GOALS AND OBJECTIVES

Pursuant to *CEQA Guidelines* Section 15124(b), the EIR project description must include "[a] statement of objectives sought by the proposed project… The statement of objectives should include the underlying purpose of the project." The goals and objectives established for the Project are as follows:

1. Reduce vehicle miles traveled by providing a mixed-use (residential and commercial) project in a jobs rich area that is in proximity to existing and proposed transit.

2. Help meet Citywide housing demand, increase homeownership opportunities, and address Regional Housing Needs Assessment (RHNA) requirements through the provision of new, for sale quality living options in the City.

3. Create a transit and pedestrian oriented urban environment with a street-adjacent building, ground floor commercial uses, publicly accessible open space, and widened sidewalks.

4. Allow for the redevelopment of an underutilized property that helps address community needs through the development of housing that is economically feasible to build.

5. Contribute to the economic health of the City through development of a project that would generate new construction, create new homeownership opportunities, house new residents to support local businesses, and provide additional long-term revenues for the City, in the form of property tax and sales tax.

6. Help meet the recreational needs of Project residents and employees in the City's Media District by providing landscaped common open space for residents, as well as publicly accessible, privately maintained landscaped open space on the ground floor.

7. Provide a mix of housing types and sizes within a mixed-use project that are affordable to various economic segments of the population, including four deed restricted affordable units, and help reduce the carbon footprint via the design of a compact urban form.

8. Create opportunities for locally-serving commercial uses within a mixed-use development project, with a special focus on ground floor uses with high quality storefronts.

9. Provide a development that is consistent with the City's goals for sustainable development through compliance with Green Building Code requirements, as well as the City's Greenhouse Gas Reduction Plan.

10. Facilitate preservation of the existing freestanding pylon sign through on-site relocation, as well as preserve the history of the site's operation as a car wash by inclusion of historical records and photographs within the Project's common areas.

3.5 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.

3.6 AGREEMENTS, PERMITS, AND APPROVALS

The City of Burbank, as Lead Agency, has discretionary authority over the 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.

The following other agencies may include discretionary approvals for the Project as well:

- California Department of Transportation;
- Los Angeles Regional Water Quality Control Board
- South Coast Air Quality Management District;

- Los Angeles County Metropolitan Transportation Authority; and
- Los Angeles County Public Works.

4.0 Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*

Pursuant to *CEQA Guidelines* Section 15130(a), cumulative impacts of a project shall be discussed when they are "cumulatively considerable," as defined in *CEQA Guidelines* Section 15065(a)(3). Section 5.0, *Environmental Analysis*, of this EIR assesses cumulative impacts for each applicable environmental issue and does so to a degree that reflects each impact's severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

   A. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or*

   B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*

2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*

3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*

4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*

5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the Project's potential cumulative impacts using a list of past, present, and probable future projects. Table 4-1, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Projects Map*, identify the related projects and other possible development in the area determined as having the potential to interact with the Project to the extent that a significant cumulative effect may occur. The following list of past, present, and probable future projects was developed based on data provided by the City as of the publication of the Notice of Preparation (dated March 31, 2021). The implementation of each project represented in Table 4-1 was determined to be reasonably foreseeable. Given that the analysis in Section 5.0, *Environmental Analysis*, is related to historical resources, which is a site specific environmental condition, cumulative projects in the adjacent unincorporated area of Los Angeles County (Universal City), as well as the cities of Los Angeles and Glendale are not included in Table 4-1 as these cumulative projects are not anticipated to result in potentially cumulatively considerable impacts in conjunction with the Project. Instead, the Project is cumulatively evaluated based on the historical context of the City and region at the time the Lakeside Car Wash was constructed (i.e., transportation-related commercial uses during the post-war era).

Table 4-1
Cumulative Projects List

No.[1]	Project Name/Location	Land Use	Buildout	Status
1A	Media Studios North (Remaining Entitlement) 3401 West Empire Avenue	General Office	73,000 SF	Entitled
1	Media Studios North Expanded Entitlement 3377 West Empire Avenue	General Office	87,447 SF	Entitled
2	First Street Village 315 North First Street	Mixed-Use	275 DU 9,265 SF restaurant 12,000 SF retail	Under Construction
3	Premier at First[2] 103 East Verdugo Avenue			Undergoing Environmental Review
	Phase 1	Mixed-Use	154 DU 10,600 SF retail	
	Phase 1 + Phase 2A	Mixed-Use	154 DU 11,800 SF retail 230 room hotel 4,700 SF restaurant	
	Phase 1 + Phase 2B	Mixed-Use	154 DU 24,700 SF retail 158,000 SF office	
4	Avion 3001 North Hollywood Way	Mixed-Use	142,250 SF creative office 7,740 SF restaurant 7,740 SF retail 1,014,890 SF industrial park 166 room hotel	Under Construction
5	AC Hotel 550 North Third Street	Hotel	195 room hotel	Entitled
6	Burbank Town Center 600 North San Fernando Boulevard	Mixed-Use	1,165 DU 200 room hotel 120,000 SF office 17,500 SF restaurant 1,500 SF coffee shop 719,126 SF shopping center	Undergoing Environmental Review

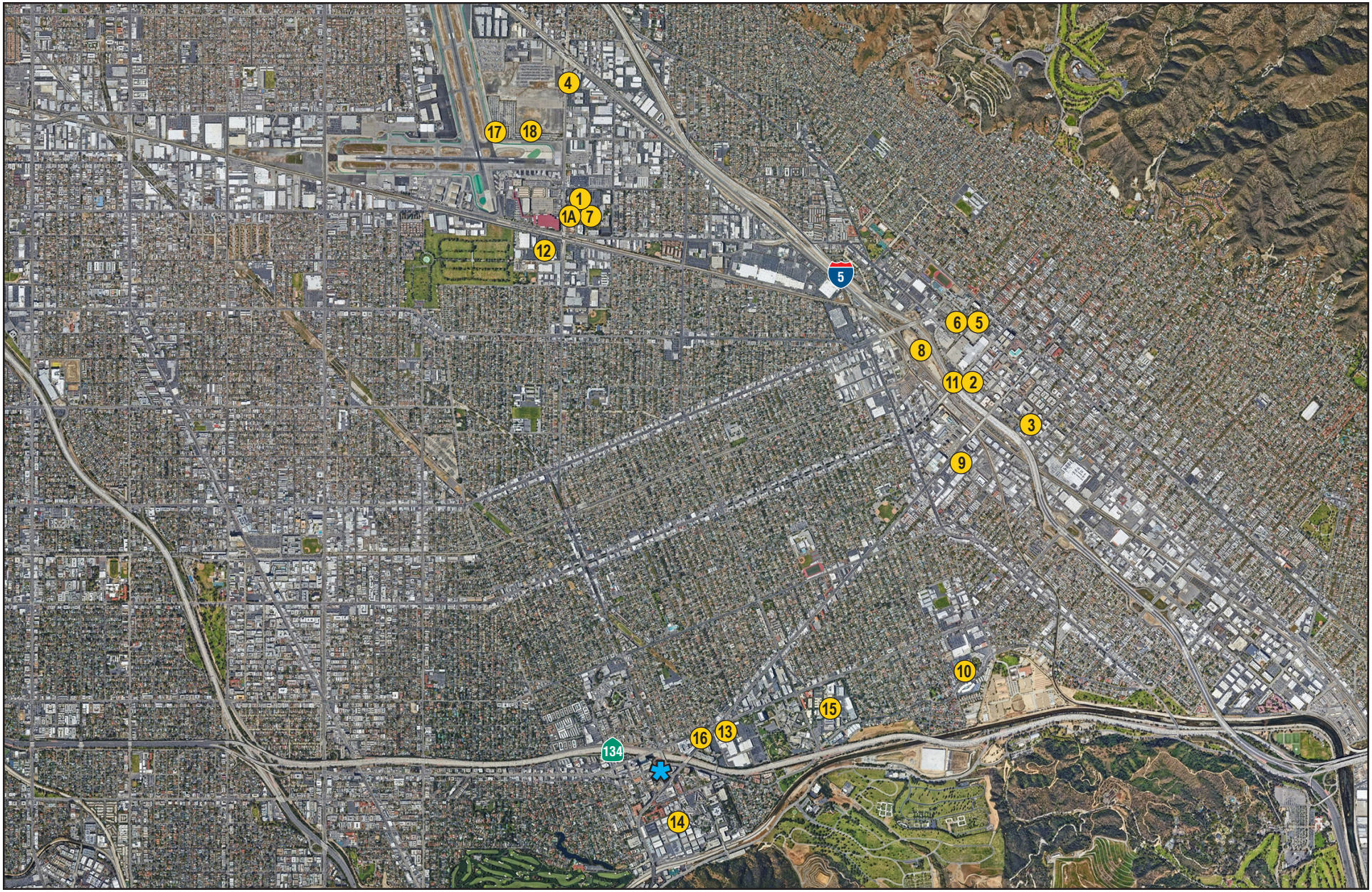
Table 4-1 [cont'd]
Cumulative Projects List

No.[1]	Project Name/Location	Land Use	Buildout	Status
7	Aloft Hotels and Residence Inn 2500 North Hollywood Way	Hotel	420 room hotel 5,700 SF restaurant	Undergoing Environmental Review
8	LaTerra 777 North Front Street	Mixed-Use	573 DU 1,067 SF retail/gallery 307 room hotel 1,800 SF restaurant	Under Construction
9	Olive Station 160 West Olive Avenue	Mixed-Use	327 DU 17,80 SF grocery 4,868 SF retail 6,320 creative office 3,165 office	Development Application Received
10	Lycee International de Los Angeles 1105 Riverside Drive	School	Increase student capacity from 350 to 450 students (100 net students)	Entitled[3]
11	Burbank Common 10 West Magnolia Boulevard	Mixed-Use	33,000 SF event space 19,000 SF restaurant/retail 47,000 SF outdoor dining/ leisure space	Development Application Received
12	Fry's Mixed-Use 2311 North Hollywood Way			Entitled
	Option 1	Mixed-Use	863 DU 9,000 SF retail 81,000 SF office	
	Option 2	Mixed-Use	863 DU 9,000 SF retail 150,000 SF office	
13	The Burbank Studios (formerly NBC) 3000 West Alameda Avenue			
	Second Century Project	General Office	563,091 OEGSF office	Under Construction
	Main Studio Lot (Remaining Entitlement)	General Office	620,938 OEGSF office	Entitled
14	Warner Brothers 4000 Warner Boulevard			
	Main Campus	General Office	1,934,509 OEGSF office	Entitled
	Ranch	General Office	738,685 OEGSF office	Entitled
15	Disney (Remaining Entitlement) 500 South Buena Vista Street	General Office	681,130 OEGSF	Entitled
16	Bob Hope Center 3201 West Olive Avenue	General Office	109,470 OEGSF office	Entitled[4]
17	Burbank Bob Hope Airport Terminal Relocation	Airport	NA	NA
18	California High Speed Rail Project	Rail	NA	NA

Table 4-1 [cont'd]
Cumulative Projects List

Notes: DU = Dwelling Unit; SF = Square Feet; OEGSF = office-equivalent square feet; NA = not available
1. The numbers corresponding to numbers on Exhibit 4-1, *Cumulative Projects Map*.
2. Project would construct either Phase 2A or 2B.
3. Open but not fully occupied. Buildout factored down by occupancy rate.
4. Previous entitlement; extension to develop entitlement currently underway with possible additional new development alternative.

Source: City of Burbank, 2021.



Source: Google Earth Pro, 2021.

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(#) Map numbers correspond to numbers in Table 4-1, *Cumulative Projects List.*

Project Site

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Cumulative Projects Map

Exhibit 4-1

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5.0 Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, Project impacts (including direct, indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and significant unavoidable impacts. This section analyzes those environmental issue areas where potentially significant impacts may occur, as stated in Appendix 11.1, *Initial Study and Notice of Preparation*, and Appendix 11.2, *NOP Comments*.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Historical Resources
- Cultural Resources;
- Land Use and Relevant Planning; and
- Aesthetics.

The remaining environmental topical areas are addressed in Section 8.0, *Effects Found Not To Be Significant*.

Each environmental issue is addressed in a separate section of the EIR and is organized into six sections, as follows:

- "Existing Setting" describes the physical conditions that exist at the present time and that may influence or affect the issue under investigation.

- "Regulatory Setting" lists and discusses the laws, ordinances, regulations, and standards that apply to the Project.

- "Impact Thresholds and Significance Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000-15387).

  Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. "An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, "a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur if the Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the Project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the

extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

Impacts are generally classified as potentially significant impacts, less than significant impacts, or no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after the application of mitigation measures, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

"Mitigation Measures" are measures that would be required of the Project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the Project together with all other reasonably foreseeable past, present, and probable future projects producing related or cumulative impacts.

- "Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

5.1 Historical Resources

5.1 HISTORICAL RESOURCES

Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts, such as places, objects, and settlements, that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use, or association. This section of Draft EIR evaluates the potential for Project implementation to impact historical resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of Project implementation. 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), revised October 2021; refer to Appendix 11.1B, *Cultural Resources Assessment*. The Cultural Resources Assessment published in August 2020 as part of the Initial Study/Notice of Preparation was updated in October 2021.

5.1.1 EXISTING SETTING

CULTURAL SETTING

Historic Context

Post-contact history in California is generally divided into three periods: the Spanish Period (1769-1822), Mexican Period (1821-1848), and American Period (1848-present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment of a settlement in San Diego in 1769 and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

CITY OF BURBANK

The City of Burbank was established in 1867 by New Hampshire dentist Dr. David Burbank when the dentist purchased the land encompassing Rancho San Rafael and Rancho La Providencia within the modern-day City. Burbank combined the land into one large ranch and sold portions of his property to the Southern Pacific Railroad, land investors, and development companies. On May 1, 1887, the Town of Burbank was officially founded and in 1911 was voted for incorporation.

During the post-World War II years, the City experienced many changes in housing and population, its association with the film industry, and transition away from agriculture. Burbank experienced tremendous growth following World War II, including in 1962 when the National Broadcasting Company (NBC) moved its network television headquarters to the City. In 1978, the Burbank-Glendale-Pasadena Airport (now Hollywood Burbank Airport) was purchased from Lockheed. Today, the City is known as the "Media Capital of the World" in reference to its longstanding relationships with entertainment companies such as Warner Brothers and Disney.

TRANSPORTATION-RELTAED DEVELOPMENT AND CAR WASHES

Increasing dependence on the automobile during southern California's post-World War II-era population boom fundamentally shaped the growth of Burbank and the wider San Fernando Valley, influencing, among other things, the pattern, types, and architectural forms of roadside commercial development. Prior to World War II, the region was characterized by expanses of agricultural land crossed by a number of well-maintained local roads, such as Ventura Boulevard, Devonshire Street, and San Fernando Road, that doubled as State highways. In the 1950s and 1960s, extension of the Greater Los Angeles' freeway system to the Valley improved access to the region and drove the development of vast housing tracts and new commercial enterprises, especially auto-oriented businesses, such as strip malls, drive-in restaurants, services stations, and car washes. Post-war commercial development along the Valley's major thoroughfares often followed the pattern of "commercial string development." As part of this pattern, many of Burbank's existing commercial corridors were expanded as new auto-oriented businesses were established. The region's plentiful undeveloped land, existing network of arterial roadways, ubiquitous car ownership, and a lack of commercial buildings were ripe for the post-war commercial development boom that made the San Fernando Valley the center for roadside architecture in post-war Los Angeles.

In the 1950s and 1960s, Los Angeles-area roadside architecture was typically designed in a "celebratory" mode that eschewed skepticism of the automobile and embraced cars as an "unquestionable good." This sensibility was evident not only in the functional features of many commercial properties, such as prominent parking lots or drive-in restaurant stalls, but in the eye-catching stylings of roadside buildings and signage. As detailed in the *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Commercial Development and the Automobile" context, for "celebratory" designers of auto-related properties, "the roadside […] produced an opportunity for the imagination," reflecting a sensibility that emerged by the 1920s and peaked in the 1950s:

> The celebratory first appeared in the 1920s with Programmatic/Mimetic buildings, those structures shaped like non-architectural objects from derby hats to chili bowls. It continued into the 1930s with the Streamline Moderne, best exemplified by the circular drive-in restaurants of the day, surrounded by cars like spokes on a wheel and awash at night in neon and indirect lighting. Its high point was the Googie style of the 1950s, with structures such as car washes with their expansive roofs and slender pylons extending into the sky like so many tail fins. Regardless of its form, the celebratory approach accepted the idea of the free-standing structure and transformed it into a type of identifying sculpture, with the customer's car as an integral part.

The commercial car wash was among the many auto-related business types developed along the arterials of the San Fernando Valley. The stand-alone car wash first came into its own in the late 1920s. It was around this time that operations such as Los Angeles' El Patio Auto Laundry pioneered a system by which cars were apparently pulled by hand through a linear structure where they were washed, dried, and polished by hand at different locations along a continuous line. By the mid-1950s, the linear concept, as employed at Lakeside Car Wash, was widespread and fully mechanized. The *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Commercial Development and the Automobile" historic context statement explains:

> The auto was pulled or pushed mechanically in an assembly-line manner, with mammoth mechanical washers and dryers stationed at key points along the line. Attendants were present intermittently to smooth the process. The structure housing the postwar car wash follows from the pre-war form in consisting – in essence – of no more than a linear open pavilion, with the ballet of machinery, workers and moving cars as its content.

The simple pavilion form and prominent signage of the post-World War II-era car wash was well suited to the "structural expression" of the Googie style. According to the *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Architecture and Engineering/L.A. Modernism, 1919-1980" historic context statement, the Googie style was characterized by an exuberance designed appeal to post-war notions of modernity and to attract the attention of motorists:

> Googie style buildings are notable for their individual architectural flourishes, but all are rooted in a cadre of common characteristics that render the style visually distinctive. Buildings designed in the Googie style are typically one-story, slung low toward the ground and surrounded by ample parking. They were capped by prominent rooflines that incorporated expressive geometric forms like the butterfly roof, zig zags and folded plates, and hyperbolic paraboloids. Façades were deliberately off-kilter and asymmetrical; exterior walls featured large plate glass windows and were clad with an eclectic mix of materials including wood, stucco, stone, and terrazzo. They often featured exaggerated design elements like boomerangs, starbursts, flying saucers, and diagrammatic parabolas and atoms – many of which made overt reference to Space Age travel and other futuristic themes. […]
>
> The visual vocabulary of the Googie style was influenced by, and responded to, the ascent of the car and car culture. Across the nation, and particularly in Southern California, architecture and urban design were evolving before and after World War II to account for the fact that American society was increasingly going about the activities of daily lives in cars. The architecture of shopping, entertainment, dining, banking, and other commercial uses evolved accordingly. Equally, the businesses that were required to sell or service the car itself – gas and service stations, tire stores, repair shops, car washes, and dealerships – developed their own brand of car-oriented architecture. These businesses were strung along the long vehicular arteries that had become an integral part of the postwar suburban metropolis, and increasingly they made use of bold, dynamic forms and motifs to draw the attention of passersby.

By the mid-1960s the celebratory mode of auto-oriented commercial design faced a backlash. Many critics objected on aesthetic and environmental grounds to apparent vulgarity and clutter produced during the explosion of post-World War II roadside businesses. Such reactions undergirded a turn to more restrained designs. The *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Commercial Development and the Automobile" historic context statement explains:

> Just about all auto-related building types succumbed to this conservative wave. As a result, the celebration of the car through its incorporation into the architecture of the building disappeared. The drive-in restaurant gave way to the fast-food franchise outlet with only the drive-up window retaining the link to the car. The dealership retreated to the rear of its site and the passing motorist was left with a view of row upon row of new parked cars and a mammoth corporate sign. The motel, with its direct link between the car and room, was

> replaced by the multi-storied double-loaded corridor building that was simply a hotel surrounded by parking. Even the car wash, the high point of auto-oriented Googie, was displaced by less exuberant linear forms that eventually gave way to the stationary automated box.

COMMERCIAL AND INSTITUTIONAL RANCH-STYLE ARCHITECTURE

Expressed principally, but not exclusively, in single-family homes, the Ranch style of architecture emerged in the 1920s as a synthesis of architectural traditionalism and the more forward-thinking, avant-garde tenets of Modernism. The clearest precedent for the style is found in the haciendas of the nineteenth century American West and Southwest, including rural, vernacular architecture characterized most of all by adobe exteriors and low-pitched gable or shed roofs. However, the informal qualities of the hacienda were combined with important elements of more modernistic Craftsman- and Prairie-style architecture, which embraced the use of natural materials and abstract ornament, were configured in an open, free-flowing manner that enhanced livability, and were appropriately suited to their respective context.

Ranch-style houses were built through the 1930s and 1940s, but the type is best associated with the post-World War II era, when Ranch homes became ubiquitous throughout the booming, mass-built suburbs of the Los Angeles area. Although Ranch-style architecture defined principally by the single-family residences, the style found expression in various other property types, as described in the *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Ranch House; Housing the Masses/Ranch House Neighborhoods" historic context statement:

> The Ranch style transcended the single-family house and was applied to other property types in the postwar era. In the 1950s and 1960s, it was not uncommon for apartment buildings and other types of multi-family residences to also exhibit the low-to-the-ground profile, horizontal massing, board-and batten siding, and rusticated details that typified the single-family Ranch house. In 1960, the Shell Oil Company pioneered the concept of the Ranch-style service station in Millbrae, California, in response to a local planning commission's request that the station be compatible with an adjacent housing tract. Shell responded by designing a prototype that resembled the houses within the tract and eventually came to operate thousands of these Ranch style gas stations nationwide. Other commercial developers followed suit, designing commercial complexes and buildings that resembled Ranch houses and thus blended into the suburban environments in which they were constructed. A handful of public and private institutional properties were designed in the same vein.

Given the imperative to blend in with surrounding residential development, Ranch-style commercial properties shared many of the character-defining features of their single-family residential counterparts. These might include asymmetrical informal composition with one or more wings, brick or stone chimneys, eaves with exposed rafter tails, exposed post and beam construction, gabled roof with shingle cladding, and one- or two-story massing.

The *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Ranch House; Housing the Masses/Ranch House Neighborhoods" historic context statement explains that, by the 1970s, the

popularity of the Ranch home declined due to a combination of shifting economic factors and changing tastes:

> By the 1970s, the Ranch style had fallen out of favor among developers and the American public for a variety of reasons. Due to the rapid pace of postwar suburbanization, buildable land became more and more scarce, and thus more expensive to acquire and improve. Rising energy costs made it more expensive to cool, heat, and maintain a sprawling Ranch house than in the past. Since many of those in the market to purchase a new house in the 1970s had themselves been raised in a Ranch house, the Ranch aesthetic was seen as antiquated and as something to be associated with past generations. By the 1970s, then, the Ranch house gave way to new types of housing including more compact, two-story dwellings and townhouses. These buildings shied away from the informal and rusticated aesthetic that had been popularized through the Ranch house and instead drew upon historical references and idioms, often referred to as Neo-Traditional architecture. The open, free-flowing interior spaces and informal plans associated with the Ranch house were supplanted by features commonly seen in 1970s and 1980s domestic design including formal great rooms, cathedral ceilings, and grand foyers.

HISTORICAL RESOURCES

Methods

RECORDS SEARCH

As part of the Cultural Resources Assessment, a records search for archaeological and historical resources was conducted on July 22, 2020 through the South Central Coastal Information Center (SCCIC), located at the California State University, Fullerton. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the Project area. The National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks list, California Points of Historical Interest list, Built Environment Resources Directory, and the Archaeological Determination of Eligibility list were reviewed during the records search.

Additionally, a review of historical aerial photographs and topographic maps of the Project vicinity as well as a literature review and background research were conducted in July 2020. The literature reviewed included the City of Burbank Historic Preservation Ordinance, *City of Burbank Citywide Historic Context Report*, *Burbank Historic Sign Survey Historic Resources Survey Report*, and, for reference, the "Commercial Development and the Automobile Historic Context Statement" of the *SurveyLA: Los Angeles Citywide Historic Context Statement*.

FIELD SURVEYS

A reconnaissance field survey was conducted on July 14, 2020. The field survey of the on-site historic-age structures consisted of a visual inspection of all built environment features on the property, including their overall condition and integrity, to identify and document any potential character-defining features or alterations. Although all built environment features were inspected, only permanent buildings and structures were recorded. Field notes and digital photographs were

used to document the survey areas and overall site conditions. A reconnaissance survey to identify and document similar property types located within the City was also conducted.

Findings

Based on historical aerial photographs and topographic maps, prior to 1946, the Project site was vacant. It was developed with a gas and service station in 1946 and later in 1956 with the Lakeside Car Wash. Urban development in the vicinity of the Project site increased from the 1940s and 1950s to present and expanded to cover the majority of the Project vicinity.

The records search identified nine previously conducted cultural resources studies within a 0.5-mile radius of the Project site; refer to Cultural Resources Assessment Table 1, *Previous Cultural Resource Studies within 0.5-Mile Radius of the Project Site*. None of these prior studies included the Project site. The records search also identified ten previously recorded cultural resources in a 0.5-mile radius of the Project site; refer to Cultural Resources Assessment Table 2, *Previously Recorded Resources within 0.5-Mile Radius of the Project Site*. Nine of these resources are buildings from the historic period, and one is remnants of an adobe from Rancho Providencia, now buried under a Warner Brothers film lot. None of these previously recorded historical resources are located within the Project site.

Based on the background research and historical resources survey, the Lakeside Car Wash was identified as over 45 years of age. As such, the Lakeside Car Wash was recorded on a California Department of Parks and Recreation (DPR) 523 series form and evaluated for listing in the NRHP and CRHR, and for local designation; refer to Cultural Resources Assessment Appendix C, *California DPR 523 Series Forms*. Lakeside Car Wash was recorded in accordance with the guidance of the California Office of Historic Preservation, which recommends small, simple groupings of resources be recorded as an individual historical resource. As such the property, including the car wash building, rear structure, free-standing sign, and rock planter were recorded as a single resource. Although *Burbank Municipal Code* (BMC) Section 10-1-938 has provisions for the designation of historic signs, this does not preclude the inclusion of signs for consideration as part of a larger property's historical resource eligibility.

Additionally, based on the literature review, the Cultural Resources Assessment confirmed that the Googie-architecture pylon car wash sign located at the site's northeastern corner is a notable example of an automobile-related sign in the City, pursuant to BMC Section 10-1-938.

LAKESIDE CAR WASH BUILDING

Architectural Description

Initially built in 1956, the existing building features a concrete foundation, complex floorplan, and irregular footprint with its primary façade facing northward (refer to Exhibit 5.1-1a, *Lakeside Car Wash Building Architectural Features*). Cladding and roofing materials are varied as the building is divided into roughly three bays: the waxing, detailing, and main bays.

The easternmost bay features a flat wood roof upheld by wood beams with a metal sign that reads "waxing;" refer to Exhibit 5.1-1a. The second bay, which projects further north than the "waxing"

bay, features a metal "detailing" sign, a flat wood roof upheld by wood columns set into concrete curtain walls, and is located adjacent to the main bay of the building; refer to Exhibit 5.1-1a.

The main bay includes the waiting room, covered waiting space, and the convenience shop. Unlike the first two bays, the main bay has a slightly sloped gable roof and an exterior of vertically placed wood clapboard with a low trim of split rock veneer; refer to Exhibit 5.1-1a. To the southwestern region of the building, abutting the "detailing" bay, is the waiting room; refer to Exhibit 5.1-1b, *Lakeside Car Wash Building Architectural Features*. Cursive script on the door to the room identifies it as the "Palm Room, air conditioned." The room features a split rock veneer fireplace and floor-to-ceiling fixed aluminum window. Restrooms with wood doors are located catty-corner to the waiting room and the outdoor waiting area; refer to Exhibit 5.1-1b.

The outdoor waiting area has a flat, slatted wood roof that was covered with plastic tarp at an unknown date. It features a concrete floor and large split stone planters, both between the waiting room and the convenience shop. A palm tree grows from one of these planters, situated adjacent to the waiting room. The back of the main bay features a covered walkway that connects both ends with the outdoor waiting area; refer to Exhibit 5.1-1b. Large, fixed aluminum windows along this passage allow customers to watch as their cars are washed to the rear (southern extent) of the building. The main bay's low-sloped gable roof features exposed wood rafters.

The convenience store also serves as the cashier's and features two small jalousie windows and a single aluminum slider covered by a security grille. Two wood doors provide entrance into this space. The rock veneer planters are improved with small shrubs, which add a residential feel to the primary façade. A large metal sign with a cursive "Lakeside" and all-capitalized "Car Wash," is located on the front entrance; refer to Exhibit 5.1-1b and Exhibit 5.1-1c, *Lakeside Car Wash Building Architectural Features*).

The rear of the building is clad in brick and features a small cashier kiosk with a single wood shingle-clad shed roof set above fixed aluminum windows and a low rock veneer clad wall; refer to Exhibit 5.1-1c .

A separate structure projects from the southwest region of the building. This structure has a flat metal roof with exaggerated fascia upheld in the center by thin metal posts; refer to Exhibit 5.1-1c. Roughly modern in style, the structure is purely utilitarian and serves to segregate cars into two lines.

"Enter" is painted on the paint-peeling metal fascia on the eastern extent of the structure, and a metal clearance bar limits vehicular height entry to those of 81 inches or below; refer to Exhibit 5.1-1d, *Lakeside Car Wash Building Architectural Features*. Linear lights line the underside of the roof.

Additional features of the property that are noteworthy include the oval-shaped rock planter that is in the northern extent of the Project site, as well as the metal Googie-style sign located in the northeast corner of the site. The Googie-style sign is a unique homage to the roadside style of architecture and marketing that defined the 1950s and 1960s as the automobile became increasingly common. Its thick base, playful font, loud colors, and curving orange arrow are all indicative of this style; refer to Exhibit 5.1-1d.

View of the subject property from North Hollywood Way, facing west.

View of the waxing bay, facing south.

View of the detailing bay, facing south.

View of the main bay, facing southwest.

Source: Rincon Consultants, Inc., 2020.

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

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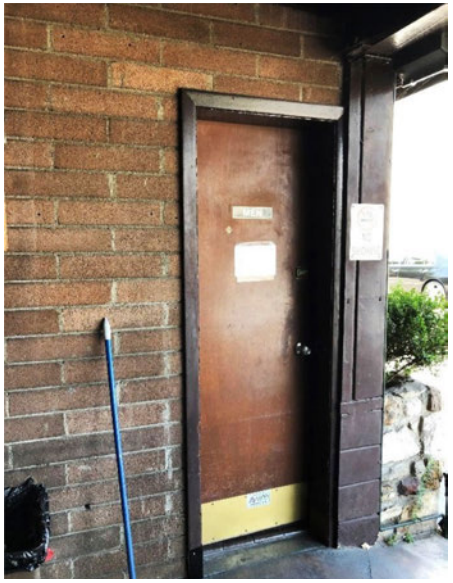
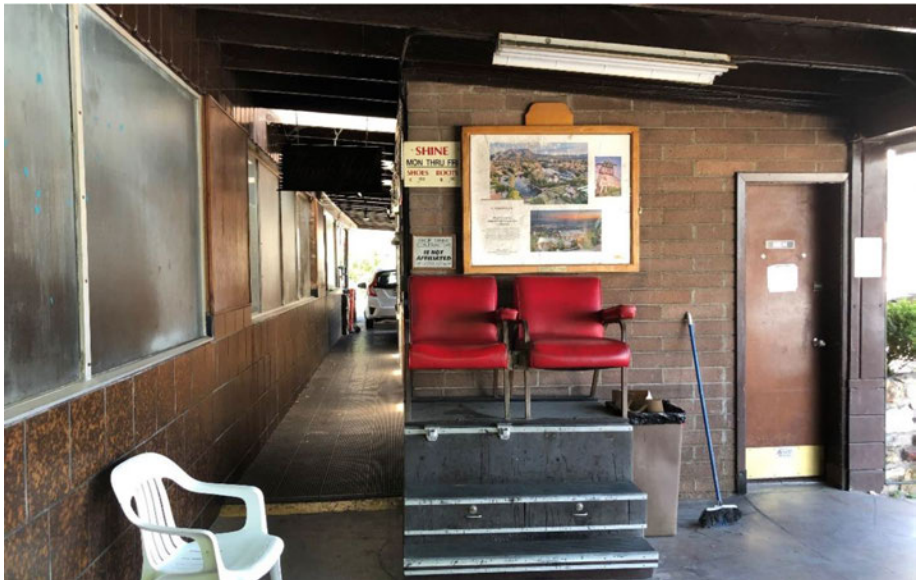
Lakeside Car Wash Building Architectural Features

Exhibit 5.1-1a

View of the waiting room in the main bay, facing south.



View of the indoor waiting room, outdoor waiting area, and restroom, facing east and west.



View of the back hallway, facing west.

View of the main bay, facing southwest.

Source: Rincon Consultants, Inc., 2020.

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Lakeside Car Wash Building Architectural Features

Exhibit 5.1-1b

View of the main bay west elevation, facing east.

View of the main bay and car wash west elevation, facing east.

View of the cashier kiosk in the main bay, facing northwest.

View of the utilitarian structure south of the main bay, facing northeast.

Source: Rincon Consultants, Inc., 2020.

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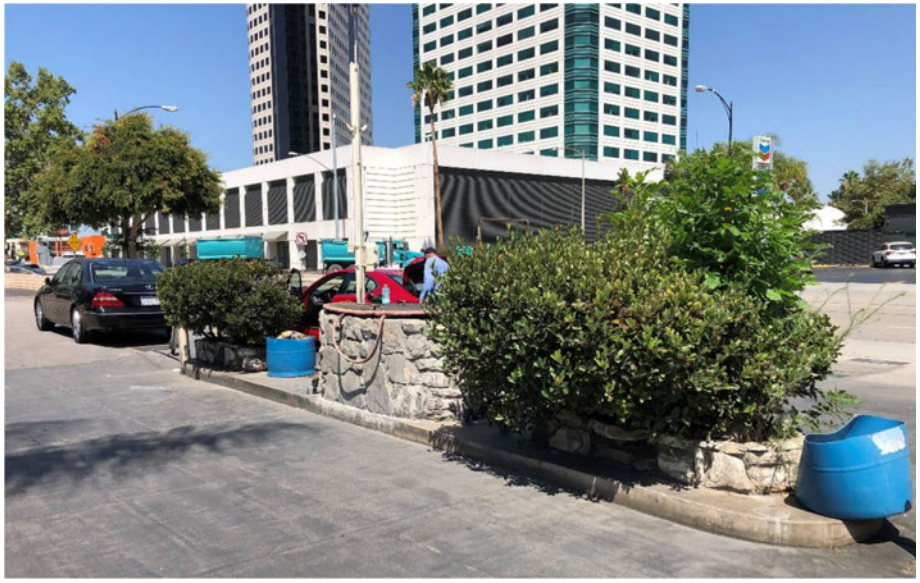
Lakeside Car Wash Building Architectural Features

Exhibit 5.1-1c

View of the utilitarian structure, facing west.



View of the rock planter/gas pump, facing northwest.

Detailed view of the rock planter/gas pump, facing northwest.

View of the Googie-style sign, facing northwest.

Source: Rincon Consultants, Inc., 2020.

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Lakeside Car Wash Building Architectural Features

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Exhibit 5.1-1d

The oval-shaped rock planter, presumably a gas pump historically, is unique in its design and shape, which match the rock veneer that clads the exterior of the main bay and fireplace/chimney of the waiting room, but also for its likely early association with hand-washing cars; refer to Exhibit 5.1-1d).

Developmental History

Based on a 1939 aerial photograph, the Project site was vacant through the 1930s. According to newspaper advertisements, it was first improved with a gas and service station circa 1946. In April of 1956, City building permits record the removal of the service station and construction of a car wash by longtime owner Richard Duffy (Permit No. 233732). A permit for a sign on the main building's primary façade and a sign located at the corner of Riverside Drive and Hollywood Way was filed on May 10, 1956 (Permit No. 233736). An additional sign on Hollywood Way was erected that July (Permit No. 241904). All three signs were completed by contractor W. Heath & Co. and are still in existence.

In 1957, advertisements in the Valley Times identified the Project site at 3700 Riverside Drive as the "Lakeside Car Wash." In 1957, a glass curtain wall and fireplace were installed in the waiting room (Permit No. 280353).

In 1963, the Lakeside Car Wash was one of eight Valley institutions that was awarded a 1963 Los Angeles Beautiful award. The institutions were cited for excellence in landscaping, exterior housekeeping, and contributions to the beauty of their area. The winners were chosen from over 300 buildings analyzed by the judges. The chairman of the Los Angeles Beautiful awards is quoted in the Valley Times in the June 19, 1963 publication as saying, "Beauty is contagious… industrial and business firms and private institutions are inspiring the whole community beautiful movement by excellent landscaping and maintenance of their own properties."

Between 1966 and 1970, five additional signs were added to the property (Permit Nos. 455197, 494678, and 9175). In 1967, a large wood canopy was erected along the west end of the car wash; this wood canopy projects west past the office (Permit No. 500286). According to a 1970 aerial photograph, the building also expanded to the east, with the addition of the waxing and detailing bays.

In 1984, a large canopy with ten-foot concrete columns was erected to the south of the car wash (Permit No. 2289). In 1987, an opening was created in the building to house equipment (Permit No. 28915). In 1990, additions to the building included a new office space at the west end of the building and a storage area along its rear (south) elevation (Permit No. 80752). The building was re-roofed in 1992 (Permit No. 32407).

A Los Angeles Times article published November 12, 2000 of a tour of Googie-style architecture in Burbank points out the Lakeside Car Wash as "the best one in Southern California, a study in lava rock and wood." The Los Angeles Times again mentioned the Lakeside Car Wash in an article published May 23, 2002, this time as one of a few select car washes that "were built when aerospace was king and Googie wasn't kitsch. Entrepreneurs bought the car wash pieces from sheet metal companies, stuck them together, and opened the doors. The stylized shells, with towering fins and pylons, remain intact at places like National Car Wash in Valley Village, Magnolia Car Wash and

Lakeside Car Wash in Burbank." The article continues by quoting Historian Matt Roth, who claims these car washes are a "very significant set of artifacts… they're a testament to people's faith in technology after the war."

The construction and alteration history of the Lakeside Car Wash is illustrated on Exhibit 5.1-2, *Construction Chronology of Property*.

5.1.2 REGULATORY SETTING

FEDERAL

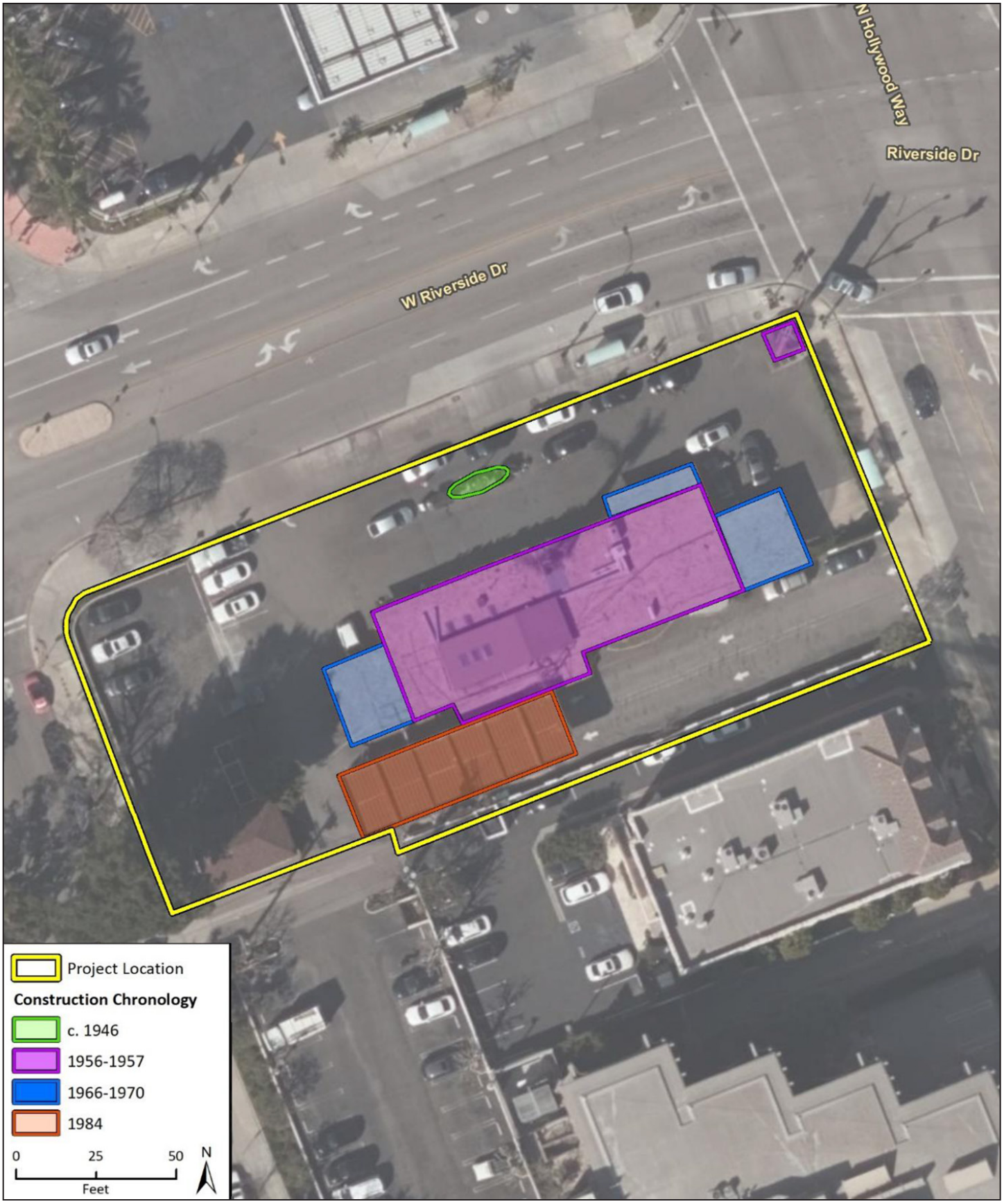
National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 (NHPA) as "an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 California Federal Regulations [CFR] 60.2). The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it:

- *Criterion A*: Are associated with events that have made a significant contribution to the broad patterns of our history;
- *Criterion B*: Are associated with the lives of persons significant in our past;
- *Criterion C*: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- *Criterion D*: Have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes the seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of the seven qualities, defined in the following manner:

- *Location*: The place where the historic property was constructed or the place where the historic event occurred;
- *Design*: The combination of elements that create the form, plan, space, structure, and style of a property;



Source: Rincon Consultants, Inc., 2021

NOT TO SCALE

Michael Baker INTERNATIONAL

10/2021 JN 179033

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Construction Chronology of Property

Exhibit 5.1-2

- *Setting*: The physical environment of a historic property;
- *Materials*: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- *Workmanship*: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- *Feeling*: A property's expression of the aesthetic or historic sense of a particular period of time; and
- *Association*: The direct link between an important historic event or person and a historic property.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the *Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards* that was developed in 1976, the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* was published in 1995 and codified as 36 California Federal Regulation (CFR) 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of features that convey historic character, but also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historical resources.

STATE

California Register of Historical Resources

The CRHR was created by Assembly Bill 2881 and established in 1992. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for State use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the NRHP.

The CRHR consists of properties that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- *Criterion 1*: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- *Criterion 2*: Is associated with the lives of persons important to our past;
- *Criterion 3*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- *Criterion 4*: Has yielded, or may be likely to yield, information important in prehistory or history.

LOCAL

Burbank2035 General Plan Program LU-4

City's goals and policies pertaining to cultural resources are contained in the *Burbank2035 General Plan* (Burbank2035) Land Use and Open Space and Conservation Elements. The Land Use Element serves as a guide for future development in Burbank and influences several issues found in other Burbank2035 elements. It establishes standards for residential density and non-residential building intensity for designated land uses Citywide, designates areas for open spaces, parks and recreation, and conservation and preservation of natural resources. The Open Space and Conservation Element describes the conservation, development, and use of natural resources and addresses Burbank's parks and recreation opportunities.

Within the Land Use Element, Land Use Program LU-4 requires the City to prepare a Historic Preservation Plan. To reduce impacts to both known and as-yet-unknown historical resources within Burbank, Land Use Program LU-4 states that the City shall:

- Review, revise, and maintain the Historic Preservation Plan to ensure that it is informed by current resource data and its goals and policies are consistent with the Land Use Element.
- Establish a list of Eligible Historic Resources to be maintained by the Community Development Director. Update the list of Eligible Historic Resources every five years to identify as-yet-unknown historical resources (as defined in *CEQA Guidelines* Section 15064.5) as potential resources are identified through Citywide surveys and on a project-by-project basis.
- Periodically review and revise the Historic Resource Management Ordinance and preservation incentives to account for new resources as they are identified.
- Require evaluation by a qualified architectural historian for projects subject to CEQA involving buildings constructed more than 45 years prior to the project application. If the

evaluation determines that historical resources (as defined in *CEQA Guidelines* Section 15064.5) would be adversely affected, the City shall require the proposed project to comply with Section 10-1-928 of the Historic Resource Management Ordinance.

- Require assessment by a qualified archeologist for projects subject to CEQA involving ground-disturbing activities on previously undisturbed land to identify the potential to encounter buried historical resources (as defined in *CEQA Guidelines* Section 15064.5). If the assessment determines that buried resources may be present, the City shall require preparation and implementation of a treatment plan outlining measures for monitoring, data recovery, and/or handling inadvertent discoveries.

Burbank Historic Resource Management Ordinance

Codified in BMC Article 9 Division 6, *Historic Preservation Regulations*, the City's Historic Resource Management Ordinance provides guidance for designating historical resources within the City and also discusses the process to alter or remove historical resources. Resources listed in the NRHP or the CRHR are automatically designated as historical resources and are considered listed on the local register.

The Historic Resource Management Ordinance establishes criteria for designation of historic resources. These criteria closely follow those established by the NRHP and CRHR:

- *Criterion A*: Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage;

- *Criterion B*: Is associated with the lives of persons important in the past;

- *Criterion C*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and

- *Criterion D*: Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, BMC Article 9 Division 7, *Historic Sign Regulations*, establishes criteria for designation of historic signs:

- *Criterion A*: Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage.

- *Criterion B*: Is associated with the lives of persons important in the past.

- *Criterion C*: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- *Criterion D*: Has yielded, or may be likely to yield, information important in prehistory or history.

- *Criterion E*: The sign exemplifies the cultural, economic, and historic heritage of Burbank.

- *Criterion F*: The sign exhibits extraordinary aesthetic quality, creativity, and innovation.

City of Burbank Citywide Historic Context Report

The *City of Burbank Citywide Historic Context Report*, dated September 2009, provides a City-wide historic context statement from early history in the early 1800s to the post-war years after 1960; identifies architectural styles within the City; and makes recommendations for addressing historically significant resources, identification of potential district areas, priorities for future survey efforts, and recommendations for changes to the City's adopted Historic Preservation Ordinance. The following is a description of the "Transportation Related Commercial (Car Washes)" context.

CONTEXT: TRANSPORTATION RELATED COMMERCIAL (CAR WASHES)

The post-war period after 1960 resulted in an influx of returning veterans into the City and the general migration of the nation's population westward. Existing commercial corridors in the City were expanded and a large number of automobile-friendly businesses were established along these corridors. With an increased reliance on the automobile and the social changes in the use of the automobile, many automobile-related industries popped up during this period, including car washes, service stations, drive-thru restaurants, and laundries.

Period of Significance: 1945-1965

Character Defining Features

- One-story;
- Steel framed construction;
- Long rectangular building with open sides;
- Situated on large corner lots with wide driveway ramps;
- Setback from street;
- Mid-century style commercial;
- Paved area typically around perimeter of building;
- Large neon sign on corner of property;
- Washing equipment; and
- Large signage to see car wash from fast-moving vehicles.

Integrity Considerations

- Located outside of the downtown core along arterial corridors;

- Set on a large corner lot with a car wash building, paved areas around the building perimeter, large neon or back-lit sign on street-facing side of property, and the building set back from the street;
- Steel framed structure with steel roof cladding;
- Long, one-story structure with a rectangular plan, car wash section with open sides, steel structure used as decorative element with additional design features specific to the architectural style; and
- Association with automobile-related resources in post-war Burbank.

Applicable Criteria

- Exemplifies or reflects special elements of the City's cultural, social, economic, civic, aesthetic, engineering, architectural, or natural history;
- Embodies distinctive characteristics of a style, type, period, design ideology, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;
- Embodies elements of architectural design, detail materials, or craftsmanship that represent a significant structural or architectural achievement or innovation;
- Is singular to other distinctive properties, sites, areas, or objects based on a historic, cultural, or architectural motif;
- Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; and/or
- Is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

Eligibility Requirements

The building needs to retain its original location, setting, materials, design, and workmanship. These properties are likely individually significant if they are excellent examples of its type and period; the properties may also contribute to a thematic district.

Burbank Historic Sign Survey Historic Resources Survey Report

In July 2014, the City adopted the *Burbank Historic Sign Survey Historic Resources Survey Report*, which compiled the results of a Citywide reconnaissance-level historical resources survey of historic signs in the City's commercially zoned areas. The primary goals of the survey were to determine what types of commercial signs exist in Burbank, determine how they relate to Burbank's *Citywide Historic Context Report*, and to identify characteristics that would indicate that a sign is eligible against Burbank's criteria for the designation of historical resources. The following is a description of the "Automobile-Related Commercial, Signs" context.

CONTEXT: AUTOMOBILE-RELATED COMMERCIAL, SIGNS

Property Sub-Type: Freestanding Pylon, Pole, Tower, and Stantion Signs

A freestanding pylon, pole, tower, or stantion sign is an autonomous object standing within the property lines of a commercial establishment. It is not attached to a building, but typically stands in front of one that is set back from the street and/or located on a corner. It is oriented to street traffic and employs advertising strategies to capture the attention of moving audiences. Freestanding pylon, pole, tower, and stantion signs are significant for their association with commercial establishments along Burbank's main arterial corridors outside of downtown, as part of the City's commercial development during the post-war period.

Period of Significance: 1946-1969

Character Defining Features

- Freestanding steel poles, rectilinear stucco-faced pylons, towers, or stantions that extend vertically from the ground, unattached to a building; may pierce an awning;
- Often rises to a height above that of its related building;
- Pylons, poles, stantions, or towers support boxes (in varying dimensions and shapes), cutouts, spheres, statuary, or other three-dimensional forms;
- Shape may exemplify design features of Late Moderne, Googie, or thematic architectural styles: angularity, rectilinear forms, offset composition of intersecting forms, programmatic shapes;
- Typographic forms, imagery, and/or objects evoke the ethos of the era of its period of significance;
- Materials include metal, plastic, and stucco;
- May support a combination of backlit plastic, incandescent bulbs, neon tubing, and fluorescent tubing; and
- Usually two-faced for viewing from two directions.

Integrity Considerations

- Should retain integrity of design, workmanship, materials, and feeling;
- Original shape/form must be present, though some lettering may have changed;
- Existing painted letters and imagery may be faded;
- Tubing and bulbs may be missing or broken, with only electrical sockets for electrodes remaining; and
- Sign may exhibit signs of deterioration but must retain basic structural integrity.

Applicable Criteria

- Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage; and
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

Eligibility Requirements

For City of Burbank eligibility, freestanding pylon, pole, tower, and stantion signs must meet the following eligibility requirements:

- Constructed within the period of significance (1946-1969) in association with a commercial establishment along one of Burbank's main corridors;
- Evokes the commercial ethos of its period through its form, imagery, typography, and materials;
- Retains the original intent of drawing the attention of passersby to a business by advertising the name of the establishment and its offerings; and
- Retains the essential aspects of integrity.

SurveyLA: Los Angeles Citywide Historic Context Statement: Commercial Development and the Automobile, 1910-1970

Although not directly relevant to the City of Burbank, the City of Los Angeles' *SurveyLA: Los Angeles Citywide Historic Context Statement* provides a historic context statement of the "Commercial Development and the Automobile, 1910-1970" theme that was prevalent throughout the Los Angeles area, including Burbank. The historic context statement provides guidance to field surveyors in identifying and evaluating potential historical resources related to commercial development and the automobile during 1910 to 1970. The theme examines building types that reflect the City of Los Angeles' predilection for the passenger car and whose forms were directly shaped by the needs of the car. In particular, the sub-theme related to "The Car and Car Services" includes gas/service stations, car showrooms, car repair facilities, parking structures, and car washes. The following is a description of the "Car Wash, 1950-1970" context.

CONTEXT: CAR WASH, 1950-1970

The car wash is a building type that constructed as a facility for washing cars along a linear assembly-line process. A car wash evaluated under this sub-theme is significant in the areas of commerce and architecture. They illustrate the evolution of the car wash as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. They show how a building type's design and site layout are shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Identified car washes from the period of significance are significant examples of the Googie style. Extant, intact examples are becoming increasingly rare.

Period of Significance: 1950-1970

No car washes dating before 1950 are known to be in existence in Los Angeles. The period of significance covers the range of time in which Googie style car washes proliferated in the City. By the late 1960s, Googie went out of fashion, and along with it, the structural expressionism of the car wash. Also, by 1970, car culture began to decline as driving became a means of getting from one place to another as opposed to a leisure activity. Although clearly there were still car enthusiasts, the impact of the car on the built environment was merely a continuation of a trend that began decades beforehand.

Character Defining Features

- Retains most of the essential character defining features of the type;
- Significant within the Googie theme of the architecture and engineering context;
- Of the layouts typical of adapting to the needs of the automobile, specifically the linear layout that allowed movement through different stages of the washing process; and
- May be associated with particular companies and/or architects/designers.

Integrity Considerations

- Should retain integrity of design, location, feeling, and materials, and association;
- Should retain as much design integrity as possible, including overall massing, significant features, and identifying details such as trim and signage;
- Some original materials may have been altered, removed, or replaced;
- Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish importance of accommodating the structure to the spatial needs of the automobile; and
- Should retain original use, or, if not, adaptation to new use should allow for maintenance of as much of the original architecture and site layout as possible.

Eligibility Requirements

- Was designed and historically used to provide washing services for automobiles;
- Demonstrates convenient automobile access from the street;
- Is an excellent example of the property type;
- Contains design and site layout features that reflect the influence of, and accommodation to, the automobile; and
- Was constructed during the period of significance.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

SIGNIFICANCE GUIDELINES

CEQA Guidelines

Impacts to a significant cultural resource that affect characteristics that would qualify it for the NRHP or that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (*CEQA Guidelines*, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register" (*CEQA Guidelines*, Section 15064.5[b][2][A]).

CEQA SIGNIFICANCE CRITERIA

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by Appendix G of the *CEQA Guidelines*, as amended, and used by the City of Burbank in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

Historical Resources

a) Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);

Land Use and Relevant Planning

a) 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 (refer to Impact Statement LU-1); or

Aesthetics

a) 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 (refer to Impact Statement AE-1).

5.1.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL RESOURCES

CUL-1 Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

Impact Analysis: As stated, the existing Lakeside Car Wash property is identified as an architectural resource over 45 years of age. Therefore, the property was evaluated for Federal, State, and local listing based on the NRHP, CRHR, and Burbank Historic Resource Management Ordinance criteria (NRHP/CRHR/Burbank Historic Resource Management Ordinance) detailed above in Section 5.1.2, *Regulatory Setting*. The evaluation also considered the character defining features, integrity considerations, applicable criteria, and eligibility requirements detailed in the *City of Burbank Citywide Historic Context Report*, *Burbank Historic Sign Survey Historic Resources Survey Report*, and *SurveyLA: Los Angeles Citywide Historic Context Statement* in evaluating the potential historical significance of the subject property.

SIGNIFICANCE CRITERION A/1/A

The property is eligible for Federal, State, and local designation for its associations with significant events local level of significance (Criterion A/1/A). Lakeside Car Wash was initially constructed in 1956-1957, in the southwestern region of Burbank, during the period of significance identified as "The Post War Years (1946-1965)" by the City of Burbank Historic Context Statement.

Lakeside Car Wash was one of many businesses which was constructed in response to the rapid rise and popularity of automobile transportation as Burbank and the San Fernando Valley's population burgeoned after world War II when returning veterans settled in the area. This significant population and automobile explosion is a unique chapter in the history of Burbank's and California's greater cultural, social, and economic history, and represents the transition from the area's early agricultural history to new commercial and residential uses. Retaining a high degree of integrity, the property is one of the few extant examples of car washes that remain in the City from this period and is a rare property type associated with the City's growth, development, and emphasis on automobile culture. As such, the Cultural Resources Assessment determined that the Lakeside Car Wash is an excellent example of its type and is recommended eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource pursuant to Criterion A/1/A.

SIGNIFICANCE CRITERION B/2/B

Archival research does not indicate the property is significant for any associations with important individuals (Criterion B/2/B). The property was owned for most of its history by Richard Duffy, who was not identified as possessing significant associations at the local, regional, State, or Federal level. A review of building permits, City directories, and historical newspapers failed to identify any additional information of consequence about any other owners. It therefore is not eligible for listing in the NRHP, CRHR, or for designation as a Burbank Historic Resource under Criterion B/2/B.

SIGNIFICANCE CRITERION C/3/C

The property is eligible as a distinctive example of an architectural type at the local level of significance (Criterion C/3/C). The property is an excellent example of the post-World War II car wash property type exhibiting a unique blending of Ranch- and Mid-Century commercial-style architectural elements as defined by the City's "Transportation Related Commercial (Car Washes)" historic context statement. These styles are exemplified through its thematic design; rambling, low horizontal form; rustic materials; large, angled plate glass windows; and highly visible freestanding corner sign with Googie elements. The reconnaissance-level survey and archival research completed as part of this survey indicate the property is not only a rare extant and intact example of a post-World War II car wash in Burbank, but also unique for its melding of Ranch-, Modernist-, and Googie-style elements. As such, it is recommended eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource pursuant to Criterion C/3/C.

SIGNIFICANCE CRITERION D/4/D

There is no evidence to suggest that the property may yield important information about prehistory or history pursuant to Criterion D/4/D.

INTEGRITY

The most notable alterations to the property are the addition of the eastern "waxing" and western "detailing" bays, which were added to the main bay in 1967 and 1970. Although these additions affected the original design of the Lakeside Car Wash building, both were completed in a manner which is highly consistent with the original intent of the building; they now contribute to its overall quality of design and have acquired significance in their own right. Aside from this, the property has undergone minimal alteration and remains representative of a post-World War II car wash facility. It retains integrity of location, setting, materials, design, workmanship, feeling, and association, and conveys its historical significance in this regard.

PERIOD OF SIGNIFICANCE AND CHARACTER-DEFINING FEATURES

The property is historically significant at the local level of significance for its representation of the post-World War II development of Burbank and the growth of automobile culture, and its distinctive Ranch-, Mid-Century commercial-style architecture. The property's period of significance begins in 1956 with the initial construction of the building and extends through 1970 with the completion of the canopy extensions. The eastern and western canopies are included within the period of significance as they are generally within the time frame identified in the relevant historic context documents discussed above and are consistent in their design and materials to the original portions of the building.

The character-defining features related to the property's representation of the post-war development and its significant architectural elements include:

- Generally rectangular massing;
- One-story height;
- Open bays/sides;
- Low-pitched roof;
- Setback from street;
- Located on large corner lot with one-direction traffic flow;
- Paved area surrounding buildings;
- Large pylon sign at corner of property;
- Large sign along primary façade of building;
- Use of natural and synthetic materials: Split stone veneer/brick/wood exterior;
- Split stone fireplace;
- Rock planters; and
- Large plate glass windows.

Additionally, the freestanding sign at the corner of Hollywood Way and Riverside Drive at the property is also historically significant and has many character-defining features identified in the *Burbank Historic Sign Survey Historic Resources Survey Report*: including:

- Constructed during period of significance (1946-1969);
- Freestanding pylon that extends vertically from the ground, unattached to a building;

- Rises above the height of the car wash;
- Shape exemplifies design features of Googie style; and
- Arrow motif and font evocative of era.

SUMMARY OF EVALUTION

In summary, the Lakeside Car Wash is recommended eligible for listing in the NRHP, CRHR, and at the local level as a Burbank Historic Resource pursuant to Significance Criterion A/1/A and Criterion C/3/C.

Additionally, the freestanding sign is also considered a historically significant sign pursuant to the eligibility criteria in the *Burbank Historic Sign Survey Historic Resources Survey Report* for the "Automobile-Related Commercial, Signs" historic context.

Given the subjective nature of architectural themes and styles in history, it is acknowledged that there may be varying opinions from historians and technical experts regarding specific years for periods of significance and varying determinations on the historical significance of resources and their associated character defining features. For example, a few of the additions to the car wash building occurred outside of the periods of significance identified by the *City of Burbank Citywide Historic Context Report* for the "Transportation Related Commercial (Car Washes)" context (1945-1965), *Burbank Historic Sign Survey Historic Resources Survey Report* for the "Automobile-Related Commercial, Signs" context (1946-1969), and *SurveyLA: Los Angeles Citywide Historic Context Statement* for the "Car Wash, 1950-1970" context (1950-1970). Thus, it can be suggested that the additions take away from the historical significance of the Lakeside Car Wash. Certain elements of the property (e.g., freestanding pylon sign) can also be evaluated individually rather than as a single resource and have differing historical evaluations.

However, as stated above, the car wash building and freestanding pylon sign were originally constructed in 1956, within the identified periods of significance. While some building additions were constructed after the aforementioned periods of significance, these additions are generally within the time frame identified in the relevant historic context documents and are consistent in their design and materials to the original portions of the building.

Further, the Lakeside Car Wash was recorded on a California DPR 523 series form in accordance with the guidance of the California Office of Historic Preservation, which recommends small, simple groupings of resources be recorded as an individual historical resource, and evaluated as such. Therefore, the property, including the car wash building, rear structure, free-standing sign, and rock planter were recorded as a single resource. Although BMC Section 10-1-938 has provisions for the designation of historic signs, this does not preclude the inclusion of signs for consideration as part of a larger property's historical resource eligibility.

As such, in reviewing the Cultural Resources Assessment and Applicant-provided technical studies and information, in addition to consulting with the Los Angeles Conservancy, the City has determined that the property, inclusive of the freestanding sign, is considered a historical resource pursuant to CEQA.

Development of the proposed Project would demolish the existing Lakeside Car Wash in order to construct the proposed mixed-use development. However, the Project proposes to preserve the freestanding sign by relocating it to the northwest corner of the site in the proposed publicly accessible open space area. Additionally, signage and boards would be installed throughout the publicly accessible open space area with historical records and photographs celebrating the historic significance of the post-war era car wash in accordance with Mitigation Measures CUL-5 and CUL-6. Specifically, Mitigation Measure CUL-5 requires documentation of the Lakeside Car Wash with high resolution digital photographic recordation, a historic narrative report, and compilation of historic research, and Mitigation Measure CUL-6 requires installation of a retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features in the proposed publicly accessible open space area.

While the Project would preserve the freestanding sign on-site by relocating it to the proposed publicly accessible open space area in the northwest corner of the site, the Project would demolish the Lakeside Car Wash building in order to facilitate housing through the development of the proposed mixed-use building. As such, the Project would materially impair the physical characteristics of the Lakeside Car Wash, which convey the significance of the resource and result in a substantial adverse change in the significance of a historical resource as defined by Section 15064.5(b) of the *CEQA Guidelines*. Mitigation Measures CUL-5 and CUL-6 would require building documentation and installation of an interpretive display to minimize the Project's impacts; however, no additional feasible mitigation measures are available to ensure that the Project, as proposed, would not result in a substantial adverse change in the significance of the Lakeside Car Wash as a historical resource (as defined in CEQA Guidelines Section 15064.5). Thus, despite implementation of Mitigation Measures CUL-5 and CUL-6, impacts in this regard would remain significant and unavoidable. Refer to Section 7.0, *Alternatives to the Proposed Project*, for a discussion of alternatives considered for the purpose of reducing this significant and unavoidable impact.

Mitigation Measures:

CUL-5 *Building Documentation*. Impacts resulting from the demolition of the Lakeside Car Wash building at 3700 Riverside Drive shall be minimized through archival documentation of as-built and as-found conditions. Prior to issuance of demolition permits, the City of Burbank shall ensure that the Project Applicant has appropriately documented all buildings and structures associated with the Lakeside Car Wash proposed for demolition in accordance with the Historic American Building Survey (HABS) Level III guidelines. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories to make the documentation available for current and future generations. Archival copies of the documentation also shall be submitted to the City of Burbank Community Development Department's Planning Division and the Burbank Library, where it shall be made available to local researchers.

CUL-6 *Interpretive Display*. A retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features shall be developed by the Project Applicant and approved by the Community Development

Department's Planning Division. The information shall be incorporated into the proposed publicly accessible open space area. The display shall include images and details from the building documentation described in Mitigation Measure CUL-5 and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History.

Level of Significance: Significant and Unavoidable Impact.

LAND USE AND RELEVANT PLANNING

LU-2 Would the project 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?

Impact Analysis:

BURBANK2035 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 on a 0.61-acre site. 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 and exceeds a residential density of 58 dwelling units per acre. However, the Project includes an affordable housing component and requests a 35 percent density bonus beyond the allowed density by providing 11 percent of the total allowed units for very-low income households pursuant to BMC 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 land use designation and its associated FAR and density requirements.

Additionally, Table 5.1-1, *Burbank2035 General Plan Consistency Analysis*, analyzes the Project's consistency with applicable Burbank2035 goals and policies.

Table 5.1-1
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
Air Quality and Climate Change Element	
Goal 1: The health and sustainability of the City, County, and Basin are improved by planning and programs that reduce air pollutants. Policies that reduce fossil fuel combustion (by reducing vehicle miles traveled and promoting conservation and use of renewable energy) lessen adverse impacts on both air quality and climate change.	
Policy 1.1: Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.	Consistent. As analyzed in Section 8.0, *Effects Found Not To Be Significant*, the Project would result in less than significant air quality impacts. Specifically, the Project would not conflict with an applicable air quality plan, exceed local or regional significance thresholds for criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, or result in odorous emissions.
Policy 1.6: Require measures to control air pollutant emissions at construction sites and during soil-disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.	Consistent. As detailed in Section 8.0, 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 soil-disturbing and dust-generating activities during construction.
Policy 1.9: Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles, and car-sharing programs. Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles.	Consistent. As shown on Exhibit 3-4a, *Floor Plan – Parking Level*, and Exhibit 3-4b, *Floor Plan – Ground Floor*, the Project would provide surface level and subterranean parking areas that include electric vehicle parking spaces. Additionally, three bicycle racks are proposed near the publicly accessible open space area for use by residents and visitors.
Goal 2: Burbank is committed to reducing the exposure of sensitive receptors to toxic air contaminants and odors.	
Policy 2.4: Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces.	Consistent. The Project would develop a publicly accessible open space area with landscaped planters, trees, and seating. Additionally, ornamental landscaping would be installed throughout the Project site, including the site perimeter, publicly accessible open space, and common open space areas; refer to Exhibit 3-5a, *Conceptual Landscape Plan – Ground Floor* through Exhibit 3-5c, *Conceptual Landscape Plan – Mezzanine/Roof*. Planting materials would include a mix of trees, shrubs, vines, groundcover, and succulents.
Goal 3: Burbank seeks a sustainable, energy-efficient future and complies with Statewide greenhouse gas reduction goals.	
Policy 3.4: Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.	Consistent. The Project is a mixed-use development that includes condominium units above ground level retail/restaurant uses. The proposed development is also located within a pedestrian- and transit-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 publicly accessible open space, landscaping, and retail/restaurant uses and associated outdoor dining areas, contribute towards the pedestrian-friendly nature of the Project area. Further, the Project would be required to comply with the recently adopted 2019 California Green Building Standards

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	Code (CALGreen), which requires, among others, new buildings to reduce water consumption by 20 percent and divert 50 percent of construction waste to landfills.
Land Use Element	
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 1.6: 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 car wash 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 car wash 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.
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 (36 residential units on a lot that is 0.61 acres in size, or 49 residential units if applying for a 35 percent density increase per the California Density Bonus Law). The proposed Project site is 0.61 acres. The retail/restaurant use has a 0.076 FAR and the residential component is proposing 49 residential units. As such, the Project falls within the allowed 1.1 FAR and the maximum allowed residential density for projects applying for a density increase per the California Density Bonus Law. The Project includes an affordable housing component and requests a 35 percent density bonus beyond the allowed density of 58 units per acre by providing 11 percent of the total proposed units (four units) for very low income households pursuant to BMC 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. Upon approval of the requested density bonus request, the Project would be consistent with the Media District Commercial designation and its associated FAR and density requirements.

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
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. As summarized in Section 8.0, the Project would result in less than significant impacts to existing 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 CALGreen requirements. 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 Land Use Element Policy 2.5.
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 six stories (with a mezzanine) and approximately 82 feet tall. While this is taller than the existing one-story car wash 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

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	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 car wash sign located at the northeast corner of the site would be relocated to the northwest corner at the entrance to the publicly accessible open space area. No other large building signs are proposed. The proposed marquee sign would be attractive and compatible with neighboring building signs. All signs proposed as part of the Project would be subject to review for consistency with the commercial sign regulations in Title 10 of the BMC.
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 publicly accessible open space area 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.
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 car wash sign located at the northeast corner of the site to the northwest corner at the entrance to the proposed publicly accessible open space area. As stated above, the Lakeside Car Wash is identified as eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource. As such, the existing Lakeside Car Wash is considered a potential historical resource pursuant to CEQA Section 15064.5. Despite implementation of Mitigation Measures CUL-5 (building documentation) and CUL-6 (interpretive display/signage), Project implementation would involve demolishing the Lakeside Car Wash building and would 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 3.11: Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.	Consistent. While the Lakeside Car Wash is considered a potential historical resource pursuant to CEQA Section 15064.5, the Project site is located within a highly urbanized area of Burbank characterized by modern commercial and office uses. The historic character associated with the car wash facility does not extend beyond the Project boundaries and the Media District area is intended as a regional employment center comprised of a variety of media-oriented and commercial uses. Thus, redevelopment of the Project site from an underutilized car wash to a mixed-use development with retail/restaurant and 49 condominium units would be line with the desired community character of the Media District, and would provide infill

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	residential, mixed-use, development to support media uses, reduce vehicles miles traveled (VMTs), and support the City's efforts to address the three to one jobs-to-housing imbalance. Specifically, the proposed mixed-use development would complement the existing buildings in the Project vicinity. The proposed ground level publicly accessible open space, 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. 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. As such, the proposed Project's architecture and site design would be complementary to the Project area's character, and compatible with surrounding development.
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 publicly accessible open space area at the northwest corner of the site with landscaped planters, trees, and seating; refer to Exhibit 3-5a.
Policy 4.4: Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects.	Consistent. Pursuant to BMC 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 publicly accessible open space area 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 publicly accessible open space area, landscaping, and retail/restaurant uses and associated outdoor dining areas

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	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 publicly accessible open space 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.
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 creates an opportunity for future condominium owners 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. The Project would create new opportunities for homeownership and make inroads towards addressing the City's three to one jobs-to-housing imbalance, as well as the City's Regional Housing Needs Allocation.
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, a major City employment center.
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 that would encourage future residents to live and work in the Project vicinity. Future residents would be able to utilize existing Metro bus stops along the Project's northern and eastern frontage.

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
Mobility Element	
Goal 2: Burbank's transportation system will adapt to changing mobility and accessibility needs without sacrificing today's community values.	
Policy 2.1: Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.	Consistent. While the Project does not propose transportation improvements, it encourages multimodal transportation as a higher density mixed-use development located in a pedestrian- and transit-oriented area of Burbank, and major employment center in the City. The Project also provides bicycle racks near the publicly accessible open space area and electric vehicle parking spaces in the ground level and subterranean parking areas.
Policy 2.4: Require new projects to contribute to the City's transit and/or non-motorized transportation network in proportion to its expected traffic generation.	Consistent. Refer to response to Mobility Element Policy 2.1.
Goal 3: Burbank's complete streets will meet all mobility needs and improve community health.	
Policy 3.2: Complete city streets by providing facilities for all transportation modes.	Consistent. Refer to response to Mobility Element Policy 2.1.
Goal 5: Burbank fosters pedestrian and bicycle travel as healthy, environmentally sound methods to reduce vehicle trips and improve community character.	
Policy 5.5: Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2.	Consistent. As analyzed in Section 8.0, the Project would remove three existing driveways on Riverside Drive along the northern Project frontage, which would reduce the potential for conflicts between vehicles and pedestrians on the adjacent sidewalk. The *City of Burbank Complete Our 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 consistent with the Complete Streets Plan.
Noise Element	
Goal 1: Burbank's diverse land use pattern is compatible with current and future noise levels.	
Policy 1.2: Provide spatial buffers in new development projects to separate excessive noise-generating uses from noise-sensitive uses.	Consistent. The nearest sensitive receptor to the Project site is the Bright Horizons Daycare Center, adjoining the Project site to the south. The Project's residential and restaurant/retail components are not considered excessive noise-generating uses, as detailed in Section 8.0. Further, an existing alley and driveway are located to the south of the Project site that separate the proposed building from the adjacent daycare center. Further, the Project would be required to implement Mitigation Measure NOI-1, which requires the use of a temporary noise barrier or enclosure along the southern/eastern portion of the Project site during construction activities to break the line of sight between the construction equipment and Bright Horizons Daycare Center during each phase of construction. As shown in Table 8-13, the Project's construction noise levels would range

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	from 58.1 to 69.6 dBA L_{eq} with implementation of Mitigation Measure NOI-1, which is below the 71.5 dBA L_{eq} construction noise threshold. As such, the Project would not adversely impact noise-sensitive uses near the Project site.
Policy 1.3: Incorporate design and construction features into residential and mixed-use projects that shield residents from excessive noise.	Consistent. As detailed in Section 8.0, the Project would implement the following noise reduction measures as a condition of approval to ensure that noise generated during Project construction is lessened to the furthest extent possible: • 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 Building 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 Building 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

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	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.
Goal 2: Noise from commercial activity is reduced in residential portions of mixed-use projects.	
Policy 2.1: Require the design and construction of buildings to minimize commercial noise within indoor areas of residential components of mixed-use projects.	Consistent. The residential component of the Project would be located above ground level restaurant/retail use. Thus, noise generated on the ground level would not adversely impact residences located above.
Policy 2.2: Locate the residential portion of new mixed-use projects away from noise-generating sources such as mechanical equipment, gathering places, loading bays, parking lots, driveways, and trash enclosures.	Consistent. Refer to response to Noise Element Policy 2.2. Mechanical equipment, gathering places (i.e., publicly accessible open space), parking areas, driveways, and trash enclosures would be located either in the subterranean parking level or ground level while residences would be located above.
Goal 7: 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.	Consistent. The Project would comply with the City's 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). Thus, construction activities would be conducted during allowable daytime hours, per the BMC.
Policy 7.2: Require project applicants and contractors to minimize noise in construction activities and maintenance operations.	Consistent. Refer to responses to Noise Element Policies 1.3 and 7.1.
Open Space and Conservation Element	
Goal 2: Parks, open space and recreation facilities contribute to the high quality of life enjoyed by Burbank residents and the economic value of the community.	
Policy 2.3: Provide park and recreation facilities at a minimum level of 3 acres per 1,000 persons, with the goal of 5 acres per 1,000 persons.	Consistent. Based on a minimum level of three acres per 1,000 persons, the conservative estimate of up to 133 persons introduced by the Project would be required to provide 0.4 acres of park and recreational facilities. The Project proposes recreational amenities and public and private open spaces throughout the development. Specifically, the Project would provide a 1,964-square foot publicly accessible open space on the ground floor with landscaped planters, trees, and seating. Additionally, other 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 (0.25 acres) of public open space and 10,938 square feet (0.25 acres) of private residential open space. As such, the Project would exceed the required three acres per 1,000 persons minimum requirement. Further, the Project would be required to pay applicable park

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	facility fees pursuant to BMC Article 22, *Community Facility Fees*.
Policy 2.4: Seek opportunities to develop additional parks and open space in areas where needed, including publicly accessible open spaces, dog parks, athletic fields, amphitheaters, gardens, and shared facilities.	Consistent. Refer to response to Open Space and Conservation Element Policy 2.3.
Goal 6: Burbank's open space areas and mountain ranges are protected spaces supporting important habitat, recreation, and resource conservation.	
Policy 6.1: Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.	Inconsistent. Refer to response to Land Use Element Policy 3.10.
Goal 9: Adequate sources of high-quality water provide for various uses within Burbank	
Policy 9.5: Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.	Consistent. As discussed in Section 8.0, 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 and clean stormwater runoff prior to flowing into existing street gutters in the adjacent roadways. The LID planter boxes would be planted with native vegetation and an assortment of trees, shrubs, vines, groundcover, and succulents.
Goal 10: Burbank conserves energy, uses alternative energy sources, and promotes sustainable energy practices that reduce pollution and fossil fuel consumption.	
Policy 10.7: Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.	Consistent. The 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. Additionally, the Project would comply with the City's Greenhouse Gas Reduction Plan, which requires the installation of solar hot water heaters in residential units and installation of grid-connected photovoltaic systems in residential and commercial uses to the extent possible (Measure E-2.1).
Safety Element	
Goal 2: Burbank provides high-quality police protection services to residents and visitors.	
Policy 2.1: Maintain an average police response time of less than 4 minutes to emergency calls for service.	Consistent. As discussed in Section 8.0, Project development would generate an increase in demand for police protection services. However, due to the infill nature of the Project, the nominal population increase of up to 133 persons would not result in the need for new or physically altered police protection facilities. As discussed in Section 6.0, *Other CEQA Considerations*, and illustrated in Table 6-3, *Proposed Project Compared to General Plan Growth Forecasts*, population growth generated by the proposed Project would be within the envisioned growth for the City under Burbank2035. Additionally, the Project would be required to pay applicable police facility fees pursuant to BMC Section 10-1-2227, *Community Facilities Non-Transportation Related Fee Requirements and Amount*. To

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
	ensure police services access to residential areas, appropriate Knox boxes would be installed to allow for emergency entry. Thus, operations of the Project would not impair the Burbank Police Department from maintaining their existing levels of service, including response times to emergency calls.
Policy 2.2: Ensure adequate staffing, facilities, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.	Consistent. Refer to response to Safety Element Policy 2.1.
Goal 4: Burbank provides high-quality fire protection services to residents and visitors. Threats to public safety are reduced and property is protected from wildland and urban fire hazards.	
Policy 4.1: Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.	Consistent. As discussed in Section 8.0, 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 up to 133 persons would not result in the need for new or physically altered fire protection facilities. The Project would also be required to pay applicable fire facility fees pursuant to BMC Section 10-1-2227, *Community Facilities Non-Transportation Related Fee Requirements and Amount*. The proposed Project would also be required to comply with Burbank Fire Department requirements regarding emergency access, fire flow, fire protection standards, minimum fire lane widths, and other site design/building standards. To ensure fire emergency access, appropriate Knox boxes would be installed. Thus, operations of the Project would not impair the Burbank Fire Department from maintaining their existing levels of service, including response times to emergency calls.
Policy 4.2: Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.	Consistent. Refer to response to Safety Element Policy 4.1.
Policy 4.6: Reduce fire hazards associated with older buildings, multi-story structures, and industrial facilities.	Consistent. The proposed multi-story structure would be required to comply with existing regulations specified in BMC Title 9, Chapter 1, Article 9, *California Fire Code*, which adopts the California Fire Code, thus, reducing potential fire hazards.
Goal 5: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.	
Policy 5.2: Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.	Consistent. A geotechnical report was prepared for the Project and is included as Appendix 11.1C, *Geotechnical Study*.
Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.	Consistent. The Project would be required to comply with seismic design provisions of the 2019 California Building Code that would be ensured during the City's plan review process.

Table 5.1-1 [cont'd]
Burbank2035 General Plan Consistency Analysis

Relevant Policies	Project Consistency Analysis
Housing Element	
Goal 2: Burbank seeks to provide housing sites that accommodate a range of housing types to meet the diverse needs of existing and future residents.	
Policy 2.1: Facilitate mixed-use developments in targeted areas, including Downtown and the Media District. Promote adaptive reuse of non-residential buildings for residential units.	Consistent. The Project is a mixed-use infill development located within the Media District of Burbank.
Policy 2.2: Consistent with the Land Use Element, promote opportunities for a variety of housing types, including small lot development, live-work units and mixed-use development, to accommodate the City's diverse housing needs.	Consistent. The Project would redevelop an underutilized site as a mixed-use infill development with ground level retail/restaurant use and multi-family residential for-sale units above.
Goal 3: Burbank will assist in the development of housing affordable to all economic segments of the community.	
Policy 3.1: Encourage production of a variety of housing types to address the needs of lower (including extremely low), moderate, and upper income households to maintain an economically diverse and balanced community	Consistent. The Project would develop 49 condominium units, of which 11 percent (four units) would be for very low-income households. These units would increase homeownership opportunities, help address the City's three to one job to housing imbalance, and result in additional units that would count towards the City's Regional Housing Need Allocation.
Policy 3.4: Utilize inclusionary housing as a tool to integrate affordable units within market rate developments. Ensure in-lieu fee revenues are expended in proportion to the targeted income group for which they were collected.	Consistent. Refer to response to Housing Element Policy 3.1.
Policy 3.5: Encourage the development of affordable housing for large families and the disabled by providing specific incentives and concessions within the City's Inclusionary Housing Ordinance.	Consistent. Refer to response to Housing Element Policy 3.1. The Project shall comply with the City's Inclusionary Housing Ordinance and provides affordable housing units within the mixed-use development that would create 49 new residential condominium units.
Policy 3.6: Encourage use of sustainable and green building design in new and existing housing.	Consistent. The Project would be required to comply with the 2019 CALGreen requirement. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, HVAC, and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.
Sources: City of Burbank, *Burbank2035 General Plan*, February 19, 2013. City of Burbank, *Burbank2035 General Plan 2014-2021 Housing Element*, December 2013.	

As shown in Table 5.1-1, the Project would be consistent with all applicable Burbank2035 goals and policies with the exception of the following:

- **Land Use Element 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; and

- **Open Space and Conservation Element Policy 6.1**: Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.

Land Use Element Policy 3.10 and Open Space and Conservation Policy 6.1 are intended to avoid or mitigate a physical environmental effect (i.e., impacts on historical resources). The Lakeside Car Wash is identified as eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource. Thus, demolition of the structure as proposed by the Project would result in a potentially significant impact in this regard. Land Use Element Policy 3.10 encourages the preservation of historical resources, buildings, and sites, and states that alterations to such resources occur only to meet contemporary needs and in a manner that does not affect the historic integrity of the resource. Open Space and Conservation Policy 6.1 encourages recognizing and maintaining cultural, historical, archaeological, and paleontological structures and sites essential for community life and identity. To reduce the Project's impacts, Mitigation Measure CUL-5 requires documentation of the Lakeside Car Wash with high resolution digital photographic recordation, a historic narrative report, and compilation of historic research, and Mitigation Measure CUL-6 requires installation of a retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features in the proposed publicly accessible open space. However, given that the Project would demolish the Lakeside Car Wash building to construct the proposed mixed-use building and associated site improvements in its place, no additional feasible mitigation measures are available to ensure that the Project, as proposed, would not result in a substantial adverse change in the significance of the Lakeside Car Wash as a historical resource (as defined in CEQA Guidelines Section 15064.5). Thus, the Project would result in a significant environmental impact due to a conflict with Burbank2035 policies adopted for the purpose of avoiding or mitigating an environmental effect (i.e., historical resources). Refer to Section 7.0 for a discussion of alternatives considered for the purpose of reducing this significant and unavoidable impact.

MEDIA DISTRICT SPECIFIC PLAN AND MUNICIPAL CODE 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 5.1-2, *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 5.1-2
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 six stories (with a mezzanine) and approximately 82 feet tall. While this is substantially taller than the existing one-story car wash 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 publicly accessible open space, 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 3-5a, 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 publicly accessible open space area 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 BMC 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 mixed-use development.

Additionally, Table 5.1-3, *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 High Density Residential (R-4) zone in the BMC.

Table 5.1-3
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 Lot Coverage	70%	80%	Yes, upon approval of waivers requested as part of the Density Bonus Request
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	Six stories (with a mezzanine) ; 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 (Per California Government Code Section 65915) 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
From Lot Line of Property Zoned R-3 or R-4	5 feet	Less than 5 feet; as close as 4 inches from the property line	Yes, upon approval of waivers requested as part of the Density Bonus Request
Minimum Parking Lot Setbacks			
From Street Right-of-Way	5 feet	15 feet from North Hollywood Way	Yes

Table 5.1-3 [cont'd]
Media District Specific Plan and Municipal Code Consistency Analysis

	Development Standard	Proposed Project	Does Project Satisfy Requirement?
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 Drive and North Hollywood Way	Yes
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
Minimum Percentage of Lot Area to be Landscaped	15%	A minimum of 15% provided	Yes
Minimum Percentage of Common Open Space Area to be Landscaped	15%	A minimum of 15% provided	Yes
Common and Private Open Space Standards			
Minimum Common Open Space Area Per Unit	150 square feet per unit	7,350 square feet required for 49 units; 10,680 square feet provided	Yes, upon approval of waivers requested as part of the Density Bonus Request that would allow a portion of the common open space on the rooftop
Minimum Private Open Space Area Per Unit	50 square feet per unit	A minimum of 50 square feet per unit	Yes
On-site Amenities	4 total	A minimum of 4 on-site amenities provided	Yes
Private Storage			
Private Storage Per Unit	60 cubic feet per unit	A minimum of 60 cubic feet per unit provided	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 BMC 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, a building height over 35 feet, and reduced parking requirements.

- *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 BMC 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 residential condominium units.

- *Tentative Condominium Map*. Per BMC 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 BMC development standards. However, as stated above, the proposed Project would conflict with Burbank2035 Land Use Element Policy 3.10 and Open Space Conservation Element Policy 6.1, which were adopted with the intent to avoid or mitigate impacts related to historical resources. Despite implementation of Mitigation Measures CUL-5 and CUL-6, no additional feasible mitigation measures are available to ensure that the Project, as proposed, would not result in a substantial adverse change in the significance of the Lakeside Car Wash as a historical resource (as defined in CEQA Guidelines Section 15064.5). Thus, the Project would result in a significant environmental impact due to a conflict with Burbank2035 policies adopted for the purpose of avoiding or mitigating an environmental effect (i.e., historical resources). Refer to Section 7.0 for a discussion of alternatives considered for the purpose of reducing this significant and unavoidable impact.

Mitigation Measures: Refer to Mitigation Measures CUL-5 and CUL-6.

Level of Significance: Significant and Unavoidable Impact.

AESTHETICS

AE-1 In non-urbanized areas, would the project 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?

Impact Analysis: The Project site is surrounded by urbanized uses; refer to Exhibit 3-2, *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.

MEDIA DISTRICT SPECIFIC PLAN CONSISTENCY

As stated, the Project is located within the Specific Plan area and is zoned 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 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 under Impact Statement LU-1. 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 5.1-2, the Project would be consistent with the Specific Plan objectives for the Riverside Drive Corridor. While not one or two-stories, the proposed six-story building (with a mezzanine) does not exceed the maximum building height for the MDC-3 zone and 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 3-5a, 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.

BMC CONSISTENCY

BMC Title 10, *Zoning Regulations*, includes site development standards that aid in governing scenic quality. It is noted that the site development standards in BMC Title 10 are consistent with the land use regulations and development standards included in the Specific Plan. Table 5.1-4, *Municipal Code Governing Scenic Quality Consistency Analysis*, provides a consistency analysis of the proposed Project and relevant development standards related to scenic quality. Refer to Table 5.1-3 for a discussion concerning the Project's consistency with other applicable zoning requirements.

Table 5.1-4
Municipal Code Governing Scenic Quality Consistency Analysis

<table>
<tr><th>Relevant BMC Section</th><th>Project 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 six-story building (with a mezzanine) would have a maximum building height of 82 feet and thus, would comply with the maximum allowable height limitations stipulated under BMC Section 10-1-2017(B). The Project would be consistent with BMC Section 10-1-2017(B).</td></tr>
<tr><td>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 along side 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.
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</td><td>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 3-5a. The proposed tree boxes would be 24- to 36-inches and would comply with BMC 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 BMC 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 3-3, Conceptual Site Plan, 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 3-4h, 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 3-4i, Floor Plan – Upper Roof. The Project would comply with BMC Section 10-1-2017(E)(3) in this regard.
4. As depicted on Exhibit 3-5a through 3-5c, all setback and non-paved areas would be landscaped with low</td></tr>
</table>

Table 5.1-4 [cont'd]
Municipal Code Governing Scenic Quality Consistency Analysis

Relevant BMC Section	Project Consistency Analysis
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. 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.	water and very low water use plants in conformance with BMC Section 10-1-2107(E)(4) and (5). 5. Refer to response to BMC Section 10-1-2107(E)(4) above. 6. Construction activities are anticipated to occur over a period of 13 months. 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 construction-related dust. The Project would comply with BMC 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 BMC Section 10-1-2107(E)(7). 8. The Project does not propose graded mounds that 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 BMC Section 10-1-2107(E)(8) and (9) in this regard. 9. Refer to response to BMC Section 10-1-2107(E)(8) above. 10. The Project would be subject to compliance with the City's maintenance and irrigation system equipment requirements stipulated under BMC Section 10-1-2107(E)(10) and (11). 11. Refer to response to BMC Section 10-1-2107(E)(10) above.

Table 5.1-4 [cont'd]
Municipal Code Governing Scenic Quality Consistency Analysis

Relevant BMC Section	Project 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. 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 BMC 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 BMC 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 BMC Section 10-1-2107(I) in this regard.

Source: City of Burbank, *BMC*, current through Ordinance 21-3,950, passed January 5, 2021.

BURBANK2035 CONSISTENCY

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 5.1-1, the proposed Project would be consistent with 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. Additionally, 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 Project also would not conflict 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.

Historic Scenic Resources

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 under Impact Statement CUL-1, the Lakeside Car Wash is identified as eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource. Additionally, the Googie-architecture pylon car wash sign located on-site is a historic commercial sign that contributes to the City as a scenic resource. While the car wash sign would be relocated on-site as part of the Project, the Lakeside Car Wash building would be demolished. As such, the Project would materially impair the physical characteristics of the Lakeside Car Wash, which convey the significance of the resource and result in a substantial adverse change in the significance of a historical resource as defined by Section 15064.5(b) of the *CEQA Guidelines*. Additionally, as summarized above in Table 5.1-1, the Project would be inconsistent with Land Use Element Policy 3.10 and Open Space Conservation Element Policy 6.1, which were adopted with the intent to avoid

or mitigate impacts related to historical resources. Thus, the Project would not be consistent with Burbank2035 goals and policies that govern scenic quality (particularly regarding scenic quality of historic resources). To reduce the Project's impacts, Mitigation Measure CUL-5 requires documentation of the Lakeside Car Wash with high resolution digital photographic recordation, a historic narrative report, and compilation of historic research, and Mitigation Measure CUL-6 requires installation of a retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features in the proposed publicly accessible open space. However, no additional feasible mitigation measures are available to ensure that the Project, as proposed, would not result in a substantial adverse change in the significance of the Lakeside Car Wash as a historical resource (as defined in CEQA Guidelines Section 15064.5). Thus, impacts in this regard would be significant and unavoidable. Refer to Section 7.0, *Alternatives to the Proposed Project*, for a discussion of alternatives considered for the purpose of reducing this significant and unavoidable impact.

Mitigation Measures: Refer to Mitigation Measures CUL-5 and CUL-6.

Level of Significance: Significant and Unavoidable Impact.

5.4.5 CUMULATIVE IMPACTS

HISTORICAL RESOURCES

- **Would the project, combined with other related cumulative projects, cause a cumulatively considerable impact to a historical resource?**

Impact Analysis: Table 4-1, *Cumulative Projects List*, identifies the related projects in the area determined as having the potential to interact with the Project to the extent that a significant cumulative effect may occur. As part of the environmental review process, each project would be required to demonstrate protection of historical resources (as defined by Section 15064.5(b) of the *CEQA Guidelines*), to the extent prudent and feasible, from substantial adverse change.

As discussed under Impact Statement CUL-1, the Lakeside Car Wash is eligible for listing in the NRHP, CRHR, and at the local level as a Burbank Historic Resource pursuant to Significance Criterion A/1/A and Criterion C/3/C. Despite implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display), the Project would materially impair the Lakeside Car Wash by demolishing the physical characteristics which convey the significance of the resources, and thereby resulting in the substantial adverse change in the significance of a historical resource as defined by Section 15064.5(b) of the *CEQA Guidelines*. Although none of the cumulative projects listed in Table 4-1 are known to feature unique or significant historic buildings or features, additional analysis through the CEQA process on a case-by-case basis would be required to make such a determination. Additionally, given the automobile industry boom that occurred in the City during the post-war era, transportation-related commercial uses (e.g., car washes, service stations, drive-thru restaurants, and laundries) represent a historically significant context of Burbank at the time. The demolition of the Lakeside Car Wash building, one of few remaining car wash facilities from the post-war era in the Burbank area, would contribute to a cumulative loss of historic resources in Burbank when past,

current, and probable future projects are considered. Thus, the Project would result in cumulatively considerable significant and unavoidable impacts.

Mitigation Measures: Refer to Mitigation Measures CUL-5 and CUL-6.

Level of Significance: Significant and Unavoidable Impact.

LAND USE AND RELEVANT PLANNING

- **Would the project, combined with other related cumulative projects, cause a cumulatively 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?**

Impact Analysis: Related projects identified in Table 4-1 would be required to undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). Each project would be analyzed to ensure consistency and compliance with the Burbank2035 goals and policies and BMC regulations.

As analyzed above, the Project would be mostly consistent with applicable goals, policies, and development standards in Burbank2035, the Specific Plan, and the BMC. However, the Project would be inconsistent with Burbank2035 Land Use Element Policy 3.10 and Open Space and Conservation Policy 6.1 that are intended to avoid or mitigate an environmental effect (i.e., impacts on historical resources). Implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display) would reduce the Project's impacts to the historical resource on-site; however, impacts would remain significant and unavoidable. Thus, the Project, in conjunction with other related projects, would result in cumulatively considerable significant and unavoidable impacts.

Mitigation Measures: Refer to Mitigation Measures CUL-5 and CUL-6.

Level of Significance: Significant and Unavoidable Impact.

AESTHETICS

- **Would the project, combined with other related cumulative projects, result in a cumulatively considerable conflict with applicable zoning and other regulations governing scenic quality?**

Impact Analysis: All cumulative projects identified in Table 4-1 would be required to show consistency with applicable City development and design standards, including Burbank2035, BMC, and any applicable specific plans. As stated, each cumulative project would be analyzed independent of other projects, within the context of their respective zoning district(s) and scenic character.

Implementation of the proposed Project would be consistent with the goals and policies governing scenic quality in Burbank2035, the Specific Plan, and the BMC. However, according to Burbank2035, the Lakeside Car Wash is considered a historic scenic resource that represents aspects of the City's history. The proposed demolition of the building to allow construction of the mixed-use development in its place would conflict with Burbank2035's intent to preserve historic scenic structures within the City. Implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display) would reduce the Project's impacts to the on-site historical resource; however, impacts would remain significant and unavoidable. Thus, the Project, in conjunction with other related projects, would result in cumulatively considerable significant and unavoidable impacts.

Mitigation Measures: Refer to Mitigation Measures CUL-5 and CUL-6.

Level of Significance: Significant and Unavoidable Impact.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed Project would result in significant and unavoidable impacts in the following areas:

- *Impacts to Historical Resources*. The Lakeside Car Wash is identified as eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource. As currently proposed, the Lakeside Car Wash building would be demolished to allow construction of the proposed mixed-use development and associated site improvements in its place. This action would materially impair the Lakeside Car Wash by demolishing the physical characteristics that convey the significance of the resource, thereby resulting in the substantial adverse change in the significance of a historical resource as defined by Section15064.5(b) of the *CEQA Guidelines*. Despite implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display), no additional feasible mitigation would ensure avoidance of the potentially historical resource. Thus, impacts in this regard would be significant and unavoidable.

- *Consistency with Burbank2035*. As discussed in Table 5.1-1, the Project would be inconsistent with Burbank2035 Land Use Element Policy 3.10 and Open Space Conservation Element Policy 6.1 that were adopted with the intent to avoid or mitigate impacts related to historical resources. Despite implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display), no additional feasible mitigation would ensure avoidance of the potentially historical resource, impacts in this regard would be significant and unavoidable.

- *Consistency with Regulations Governing Scenic Quality*. According to Burbank2035, the Lakeside Car Wash is a scenic historic resource that represents aspects of the City's history. Despite implementation of Mitigation Measure CUL-5 (building documentation) and Mitigation Measure CUL-6 (installation of retrospective interpretive display), no additional feasible mitigation would ensure avoidance of this scenic historic resource, impacts in this regard would be significant and unavoidable.

If the City approves the proposed Project, the City would be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

6.0 Other CEQA Considerations

6.0 OTHER CEQA CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15126.2, the following is a discussion of short- and long-term implications of the Project; irreversible environmental changes that would occur if the Project is implemented; and growth-inducing impacts resulting from Project implementation.

6.1 SHORT- AND LONG-TERM IMPLICATIONS OF THE PROJECT

If the Project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. For example, surrounding uses may be temporarily impacted by dust and noise during Project grading and construction. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, Section 8.0, *Effects Found Not To Be Significant*, and Appendix 11.1, *Initial Study and Notice of Preparation*.

The Project would create long-term environmental consequences associated with the redevelopment of an existing car wash facility to a mixed-use residential development. Project development and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of the Project include increased traffic volumes, increased noise from Project-related mobile (traffic) and stationary (landscaping, heating, ventilation, and air conditioning, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from Project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD OCCUR IF THE PROJECT IS IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the Project be implemented. As stated in *CEQA Guidelines* Section 15126.2(c):

> *"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."*

The Project would consume limited, slowly renewable and non-renewable resources. Consumption would occur during the Project's construction phase and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1)

building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project site. Project construction would require the consumption of resources that are not renewable/replenishable, or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during Project operation would be similar to those currently consumed within the City. Resources would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced. Project operation would occur in accordance with Title 24, Part 6 of the *California Code of Regulations*, which sets forth conservation practices that would limit the Project's energy consumption. The Project's energy requirements would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of residential and retail uses, including minor amounts of cleaning products and occasional use of pesticides and herbicides for landscaping. Residential mixed use developments such as the Project typically do not generate, store, or dispose of large quantities of hazardous materials. Further, the proposed uses generally do not involve dangerous or volatile operational activity that may expose persons to large quantities of hazardous materials. The Project would utilize minor amounts of cleaning products, pesticides, herbicides, similar to other existing uses in the area. Further, potential use of hazardous materials on-site would be required to comply with applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, Project construction and operation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. The Project would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the Project. Additionally, increasingly efficient building fixtures and automobile engines are expected to offset this demand to some degree. Continued use of such resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze growth-inducing impacts of a project. Specifically, *CEQA Guidelines* Section 15126.2(d) requires that an EIR:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in*

this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

In general, a project could foster spatial, economic, or population growth in a geographic area if it results in any of the following:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth. Note that the *CEQA Guidelines* require an EIR to "discuss the ways" a project could be growth-inducing and to "discuss the characteristics of some projects that may encourage … activities that could significantly affect the environment." However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; refer to *CEQA Guidelines* Section 15145.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the Project's potential growth-inducing impacts are evaluated below.

IMPACT ANALYSIS

Removal of an Impediment to Growth

Although the Project would nominally increase demands for public services (i.e., fire, police, school, and park services) and utilities and service systems (water, wastewater, stormwater, and solid waste), the Project site is already served by public utilities and service systems. As discussed in Section 8.0,

due to the infill nature of the Project, the nominal population increase of up to 133 persons would not result in the need for new or physically altered facilities provided by the Burbank Fire Department, Burbank Police Department, Burbank Unified School District, or City of Burbank Parks and Recreation Department. Similarly, water demands and wastewater and solid waste generated by the proposed mixed-use development would be adequately accommodated by existing utility services provided by Burbank Water and Power (water and electricity), the City of Burbank Public Works Department (wastewater and solid waste), and Southern California Gas Company (natural gas). Overall, Project demands for public services and utility and service systems would not reduce or impair any existing or future levels of services, either locally or regionally. Further, the Project would be required to pay its fair share in development impact fees and connection fees to offset potential impacts on public and utility service systems. Given that systems are readily available and used on-site, the Project would not remove an impediment to growth associated with establishment of an essential public service and is not considered growth-inducing in this regard.

The proposed in-fill mixed-use development would occur within an urbanized area already supported by existing transportation systems for motorists, transit users, bicyclists, and pedestrians. Thus, Project implementation would not provide new access to an area, and would not remove an impediment to growth in this regard.

Economic Growth

According to the California Employment Development Department, the annual average civilian labor force within the City of Burbank totals approximately 56,300 persons as of December 2020.[1] The Project would foster construction-related jobs during Project construction. However, these jobs would be temporary and would not be growth-inducing. Utilizing an employment generation rate of 424 square feet per employee, the Project's 2,000 square feet of ground level restaurant/retail use would generate an estimated five jobs and result in an insignificant increase in the City's employment base.[2] The forecast employment growth would nominally increase the City's revenue base resulting from increased employment. However, due to the nature and scale of development, Project implementation is not anticipated to result in significant jobs or economic growth. Additional economic growth opportunities within the City are a beneficial impact and implementing the Project would not conflict with *Burbank2035 General Plan* (Burbank2035).

Population Growth

POPULATION

County of Los Angeles. The County encompasses approximately 4,750 square miles. It is bordered by Kern County to the north, San Bernardino County to the east, Orange County to the southeast, the Pacific Ocean to the south, and the Ventura County to the west. As of January 2020, the County of Los Angeles had an estimated population of 10,172,951 people.[3] This represents an increase of approximately 3.6 percent over the County's 2010 population of 9,818,605.[4]

[1] State of California Employment Development Department, Labor Market Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) December 2020 – Preliminary*, January 22, 2021.

[2] The Natelson Company, Inc., *Employment Density Study Summary Report, Table II-B*, October 31, 2001.

[3] State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, With 2010 Benchmark*, Sacramento, California, May 2020.

[4] Ibid.

The Southern California Association of Governments (SCAG) serves as the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. Generally, SCAG serves as the regional planning organization for growth management, transportation, and a range of additional planning and environmental issues within southern California. SCAG develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used for Federal and State mandated long-range planning efforts such as the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), the Air Quality Management Plan (AQMP), the Federal Transportation Improvement Program (FTIP), and the Regional Housing Needs Assessment (RHNA). As part of its forecasting, SCAG projects that the County's population will reach 11,673,600 by 2045.[5]

City of Burbank. Table 6-1, *Population Estimates*, provides a summary of both 2010 and 2020 population estimates for the County and City. As shown, on a local level, the City's estimated population in January 2020 was 105,861. This represents an increase of approximately 2.4 percent over the City's 2010 population of 103,340. SCAG projects that the City's population will reach 115,400 by 2045.

Table 6-1
Population Estimates

Year	County of Los Angeles	City of Burbank
Population[1]		
2010 Census	9,818,605	103,340
January 2020	10,172,951	105,861
2010 – 2020 Change	+354,346	+2,521
2010 – 2020 % Change	3.6%	2.4%
2045 SCAG Forecasts[2]	11,673,600	115,400
2020 – 2045 Change	+1,500,649 (14.8%)	+9,539 (9.0%)

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, With 2010 Benchmark*, Sacramento, California, May 2020.
2. Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.

HOUSING

County of Los Angeles. Table 6-2, *Housing Estimates*, provides a summary of housing estimates for the County and City. The County's housing stock was estimated to be 3,590,574 units in January 2020. This represents an increase of approximately 4.3 percent over the estimated 3,443,087 housing units reported in 2010. The vacancy rate in January 2020 was estimated to be approximately 6.1 percent, and the persons per household estimate for occupied units was approximately 2.96. SCAG projections indicate that the number of households within the County will increase to 4,119,100 by 2045.

[5] Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.

City of Burbank. The City's housing stock was estimated to be 44,978 units in January 2020 with 42,819 households (occupied housing units). This represents an increase of approximately 1.5 percent over the estimated 44,309 housing units estimated in 2010 and an increase of approximately 2.0 percent over the estimated 41,961 households. The estimated vacancy rate and persons per household in January 2020 was approximately 4.8 percent and 2.46, respectively. According to SCAG projections, the number of households in the City is expected to be 48,600 by 2045.

Table 6-2
Housing Estimates

Year	County of Los Angeles		City of Burbank	
	Dwelling Units	Households[2]	Dwelling Units	Households[2]
Housing[1]				
2010 Census	3,443,087	3,239,945	44,309	41,961
January 2020	3,590,574	3,371,549	44,978	42,819
2010 – 2020 Change	+147,487	+131,604	+669	+858
2010 – 2020 % Change	4.3%	4.1%	1.5%	2.0%
Vacancy Rate[1]				
2010 Vacancy Rate	5.9%	--	5.3%	--
2020 Vacancy Rate	6.1%	--	4.8%	--
2020 Persons per Household[1]	--	2.96	--	2.46
2045 SCAG Forecasts[3]	4,370,365[4]	4,119,100	50,933	48,600
2020 – 2045 % Change	+779,791 (21.7%)	+747,551 (22.2%)	+5,955 (13.2%)	+5,781 (13.5%)

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, With 2010 Benchmark*, Sacramento, California, May 2020.
2. Estimated number of households in 2010 and 2020 are calculated based on respective vacancy rates for 2010 and 2020.
3. Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.
4. Estimated dwelling units in 2045 are calculated based on 2020 vacancy rates (best and most recent available).

EMPLOYMENT

County of Los Angeles. According to SCAG, there were approximately 4,743,800 jobs Countywide in 2016. SCAG projections indicate that the number of jobs within the County increase to 5,382,200 by 2045.[6]

City of Burbank. According to SCAG, there were 114,000 jobs in the City of Burbank in 2016 and projections indicate that the number of jobs within the City will increase to 138,700 by 2045.[7]

POPULATION GROWTH

A project could induce 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

[6] Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.

[7] Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.

infrastructure). The Project would be served by existing local streets within the Project vicinity and does not involve the extension of roads or other infrastructure into undeveloped areas; refer to the *Removal of an Impediment to Growth* discussion above.

As discussed above, the Project would nominally increase the City's employment by five jobs as a result of the proposed 2,000 square feet of ground level restaurant/retail use. Employment growth could result in direct growth in the City's population should future employees (and their families) relocate to the City. However, given that the Project would only create approximately five jobs, it is likely that Project employees already reside within the City. Additionally, estimating the number of these future employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Conservatively assuming the Project's five future employees relocate to Burbank, Project implementation could result in a potential population increase of approximately 13 persons.[8] Given the nominal potential population increase from the Project's employment-generating land use (i.e., restaurant/retail use), the Project is not considered growth-inducing in this regard.

Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Table 6-3, *Proposed Project Compared to Burbank2035 Growth Forecasts*, compares the Project's population and housing growth to Burbank2035's population and housing forecasts for the City based on a 2035 buildout. The City's housing stock is forecast to total approximately 50,219 dwelling units at buildout, with a resultant population of approximately 116,516 persons; refer to Table 6-3. Based on the City's average household size of 2.46, Project buildout would result in 49 condominium units and approximately 120 residents. Including the conservative estimate of potential population increase from the Project's employment-generating land use (13 persons), the Project would result in a population increase of up to 133 persons. As shown, the Project would not cause the City's buildout population forecast to be exceeded. Therefore, Project implementation would induce less than significant population growth in the City with respect to Burbank2035 forecasts.

Table 6-3
Proposed Project Compared to General Plan Growth Forecasts

Description	Dwelling Units	Population
Existing (2020)[1]	44,978	105,861
Proposed Project	49	133
Total City (including proposed Project)	*45,027*	*105,994*
Burbank2035		
Burbank2035 Buildout Forecasts	50,219[2]	116,516[2]
Burbank2035 Buildout - Total City (including proposed Project)	*5,192*	*10,522*
Proposed Project as a Percentage of Remaining Burbank2035 Buildout	*0.9%*	*1.3%*

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, With 2010 Benchmark*, Sacramento, California, May 2020.
2. City of Burbank, *Burbank2035 General Plan, Table LU-2 (Burbank2035 Development Capacity)*, page 3-25, February 19, 2013.

[8] Population projection is based on Burbank's 2020 estimated average persons per household of 2.46; refer to Table 6-2.

Table 6-4, *Proposed Project Compared to SCAG Growth Forecasts*, compares the Project's forecast housing and population growth with SCAG's 2045 growth projections for the City. As indicated in Table 6-4, SCAG projects the number of dwelling units in the City would total 50,933 units, with a resultant population of approximately 115,400 persons by 2045. The City's housing stock is currently 44,978 dwelling units and would increase by 49 units to 45,027 units as a result of the Project. The City's existing population is approximately 105,861 persons and would increase by 133 persons to 105,994 persons with the Project. SCAG forecasts a population of 115,400 by 2045; as such, the Project would not exceed SCAG's population forecasts for Burbank. Therefore, Project implementation would induce less than significant population growth in the City with respect to SCAG's forecasts.

Table 6-4
Proposed Project Compared to SCAG Growth Forecasts

Description	Dwelling Units	Population
Existing (2020)[1]	44,978	105,861
Proposed Project	49	133
Total City (including proposed Project)	*45,027*	*105,994*
SCAG Connect SoCal 2020-2045 RTP/SCS		
SCAG 2045 Forecasts[2,3]	50,933	115,400
SCAG 2045 Forecast - Total City (including proposed Project)	*5,906*	*9,406*
Proposed Project as a Percentage of Remaining SCAG 2045 Forecast	*0.8%*	*1.4%*

Notes:
1. State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020, With 2010 Benchmark*, Sacramento, California, May 2020.
2. Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report*, September 3, 2020.
3. Estimated dwelling units in 2045 are calculated based on 2020 vacancy rates (best and most recent available).

PRECEDENT SETTING ACTION

The Project is consistent with the site's land use designation and zoning and thus, would not require a General Plan Amendment or Zone Change. Project implementation would still require the approval of the following discretionary actions; however, the Project would not set a precedent for future projects with similar characteristics.

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

The approval of these actions would not set a precedent that would make it more likely for other projects in the region to gain approval of similar applications. Further, future projects would also be required to complete applicable environmental review on a project-by-project basis. As such, the Project would not involve a precedent setting action that could significantly affect the environment.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

The Project is an infill development and is situated within a highly urbanized area of Burbank. Thus, the Project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space.

SUMMARY

Overall, Project implementation would not remove an impediment to growth, foster economic expansion or growth, establish a precedent setting action, or encroach on an isolated or adjacent area of open space. The Project would foster population growth through the construction of 49 condominium units and 2,000 square feet of restaurant retail use that could result in a population growth of up to 133 persons. However, the Project's anticipated population growth would not exceed Burbank2035 or SCAG's population forecasts and thus, would be consistent with the anticipated growth projected for Burbank. Overall, the Project's growth-inducing impacts are considered less than significant.

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7.0 Alternatives to the Proposed Project

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code Section 21002.l(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*

CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." This section further directs that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. . .*

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated as such. If the environmentally superior alternative is the "no project" alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives. In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.[1] Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional

[1] Cal. Code Regs., tit. 14, § 15126.6(c).

boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent).[2]

Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion.[3] An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.[4] The range of feasible alternatives shall be selected and discussed in a manner that fosters meaningful public participation and informed decisions making.[5]

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to a proposed project. Through the analysis provided within this Draft EIR, it has been determined that the proposed Project would result in significant and unavoidable impacts; refer to Section 7.2, *Summary of Significant Impacts*.

The range of feasible alternatives shall be selected and discussed in a manner that fosters meaningful public participation and informed decision making. As such, potential environmental impacts associated with the following alternatives are compared to the proposed Project's impacts:

- Alternative 1 – "No Project" Alternative; and
- Alternative 2 – "Partial Preservation" Alternative.

Throughout the following analysis, the alternatives' impacts are analyzed in comparison to the proposed Project's impacts detailed in Section 5.0, *Environmental Analysis*. In this manner, each alternative can be compared to the Project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the Project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration are: failure to meet most of the basic Project objectives; infeasibility; or inability to avoid significant environmental impacts. Section 7.5, *"Environmentally Superior" Alternative*, references the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed Project. A summary of the objectives, as detailed in Section 3.0, *Project Description*, is provided below:

1. Reduce vehicle miles traveled by providing a mixed-use (residential and commercial) project in a jobs rich area that is in proximity to existing and proposed transit.

[2] Cal. Code Regs., tit. 14, § 15126.6(f)(1).
[3] Cal. Code Regs., tit. 14, § 15126.6(f)(2)(a).
[4] Cal. Code Regs., tit. 14, § 15126.6(f)(3).
[5] Cal. Code Regs., tit. 14, § 15126.6(f).

2. Help meet Citywide housing demand, increase homeownership opportunities, and address Regional Housing Needs Assessment (RHNA) requirements through the provision of new, for sale quality living options in the City.

3. Create a transit and pedestrian oriented urban environment with a street-adjacent building, ground floor commercial uses, publicly accessible open space, and widened sidewalks.

4. Allow for the redevelopment of an underutilized property that helps address community needs through the development of housing that is economically feasible to build.

5. Contribute to the economic health of the City through development of a project that would generate new construction, create new homeownership opportunities, house new residents to support local businesses, and provide additional long-term revenues for the City, in the form of property tax and sales tax.

6. Help meet the recreational needs of Project residents and employees in the City's Media District by providing landscaped common open space for residents, as well as publicly accessible, privately maintained landscaped open space on the ground floor.

7. Provide a mix of housing types and sizes within a mixed-use project that are affordable to various economic segments of the population, including four deed restricted affordable units, and help reduce the carbon footprint via the design of a compact urban form.

8. Create opportunities for locally-serving commercial uses within a mixed-use development project, with a special focus on ground floor uses with high quality storefronts.

9. Provide a development that is consistent with the City's goals for sustainable development through compliance with Green Building Code requirements, as well as the City's Greenhouse Gas Reduction Plan.

10. Facilitate preservation of the existing freestanding pylon sign through on-site relocation, as well as preserve the history of the site's operation as a car wash by inclusion of historical records and photographs within the Project's common areas.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to Section 15126.6(a) of the *CEQA Guidelines*, an EIR shall describe a range of reasonable alternatives to the Project that would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project. As analyzed in Section 5.0, the proposed Project would result in the following significant and unavoidable impacts:

- *Impacts to Historical Resources*. The Lakeside Car Wash is identified as eligible for listing in the NRHP, CRHR, and for local designation as a Burbank Historic Resource. Given that the Lakeside Car Wash building would be demolished to allow construction of the proposed

mixed-use development and associated site improvements in its place, the Project would materially impair the building and cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the *CEQA Guidelines*. Given that no feasible mitigation would ensure avoidance of the potentially historical resource, impacts in this regard would be significant and unavoidable.

- *Consistency with Burbank2035*. As discussed in Table 5.1-1, the Project would be inconsistent with *Burbank2035 General Plan* (Burbank2035) Land Use Element Policy 3.10 and Open Space Conservation Element Policy 6.1, which were adopted with the intent to avoid or mitigate impacts related to historical resources. Given that no feasible mitigation would ensure avoidance of the potentially historical resource, impacts in this regard would be significant and unavoidable.

- *Consistency with Regulations Governing Scenic Quality*. According to Burbank2035, the Lakeside Car Wash site is a scenic historic resource that represents aspects of the City's history. Given that no feasible mitigation would ensure avoidance of this scenic historic resource, impacts in this regard would be significant and unavoidable.

Findings rejecting alternatives are required only if one or more significant environmental effects will not be avoided or substantially lessened by mitigation measures. An agency need not make findings rejecting alternatives described in the EIR if all the Project's significant impacts will be avoided or substantially lessened by mitigation measures. An agency need make only one or more of the findings listed in Public Resource Code Section 21081(a) for each significant impact, so if it makes a mitigation finding for each significant impact, no further findings are required. (See Public Resources Code Section 21081(a)(1)-(2); *CEQA Guidelines* Section 15091(a)(1)-(2).)

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with *CEQA Guidelines* Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis, but rejected as infeasible and briefly explain the reasons for their rejection. According to *CEQA Guidelines*, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic Project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternatives were considered, but not carried forward for additional analysis, since they would not accomplish most of the basic objectives of the Project or were considered infeasible.

7.3.1 "ALTERNATIVE SITE" ALTERNATIVE

The Alternative Site Alternative would involve relocating the Project to another site within the City. This alternative would generally retain the same characteristics (e.g., proposed land uses, square footage, site plan, amenities, etc.) of the Project.

The Alternative Site Alternative would require adequate land, access, and infrastructure, and must be compatible with Burbank2035 and *Burbank Municipal Code* (BMC) designations and zoning for the

site. No other sites in the City are under the Project Applicant's control, thus, no other sites were considered. It is unlikely that the Project Applicant would be able to acquire another property within the City on which to develop a project of similar size and scale to that currently proposed. In addition, while the Alternative Site Alternative would eliminate the Project's significant and unavoidable impact related to the demolition of a potentially historic resource (i.e., the Lakeside Car Wash), it is not anticipated to substantially lessen any of the Project's other less than significant impacts, including those requiring mitigation to be reduced to less than significant levels (e.g., biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources). For example, an alternative site would likely also require pre-construction nesting bird surveys if any trees or vegetation are located on-site (Mitigation Measure BIO-1); require lead-based paint and asbestos-containing materials pre-demolition surveys if existing structures on-site were built before 1978 (Mitigation Measure HAZ-1); and require archaeological, paleontological, and/or tribal monitoring or worker environmental awareness training given the cultural sensitivity of the region (Mitigation Measures CUL-1 through CUL-3, GEO-2, GEO-3, and TCR-1). Additionally, the Project site is located in a transit priority area and within a high quality transit corridor, which is an ideal location for the proposed mixed-use residential development that includes affordable housing and retail uses, which further enhance the transit-oriented Media District. As such, potential increases to vehicle miles traveled (VMT) would result.

In conclusion, although other suitable sites may be available within the City, the Project Applicant does not own another appropriately sized and similarly accessible property within Burbank that could be developed to meet most of the Project objectives. Specifically, the Alternative Site Alternative may not be able to reduce VMT if the alternative site is not located in a jobs rich area in proximity to existing and proposed transit; would not redevelop an underutilized property (e.g., the existing car wash facility); and may not provide new locally serving retail and/or service commercial uses and possible access to future on-site open space in the City's Media District if the alternative site is not located in the City's Media District. As such, the Alternative Site Alternative was rejected from further analysis within this EIR.

7.3.2 "RELOCATE OFF-SITE" ALTERNATIVE

The Relocate Off-Site Alternative would relocate the Lakeside Car Wash operation off-site to another location within the City and redevelop the site with the proposed mixed-use development. Consideration of this alternative assumes that some or all of the character defining features (CDFs) of the potentially historic car wash can be preserved if relocated off-site. According to the Cultural Resources Assessment, the Lakeside Car Wash is significant for its representation of the post-World War II development of Burbank, the growth of automobile culture, and its distinctive Ranch-, Mid-Century commercial-style architecture. As such, its CDFs relate to its representation of the post-war development and its original architectural elements, including:

- Generally rectangular massing;
- One-story height;
- Open bays/sides;
- Low-pitched roof;
- Setback from the street;
- Located on large corner lot along arterial corridor;

- Paved area surrounding building;
- Large pylon sign at corner of property;
- Large sign along primary façade of building;
- Use of natural and synthetic materials (e.g., split stone veneer/brick/wood exterior);
- Split stone fireplace;
- Rock planters/rock gas pump; and
- Large plate glass windows.

An off-site location would be required to have at least a majority of the site-specific CDFs listed above, including having the building set back from the street, locating the building on a large corner lot along an arterial corridor, and surrounding the building with paved areas. The applicant does not own any property within the City that meet these criteria. Furthermore, the applicant retained a civil and structural engineering firm to evaluate the feasibility of relocating the existing car wash facility to another site for conservation purposes. According to the *Feasibility of Relocation of Existing Carwash* (Relocation Feasibility Study), prepared by VK Engineers Inc., and dated April 12, 2021, the existing car wash facility was constructed in 1956 with over 50 percent of the main building constructed of permanent concrete/masonry or other stone construction.[6] The wood roof framing is exposed in many areas and has been subject to water and moisture contact over decades of operational use. As such, from a structural engineering standpoint, it was determined that it is infeasible to relocate the car wash facility and its elements to another site for the following reasons:

- A majority of the facility walls have masonry/concrete or stone elements that cannot be relocated.
- The wood framing is deteriorated and weakened to the point where disassembling would cause or accelerate disintegration and render it unusable.
- Existing roof sheathing consists of individual diagonal boards which have deteriorated due to exposure to the elements.
- Existing window frames are mostly embedded into concrete or masonry elements, which cannot be relocated.
- The metal canopy in the rear of the site has deteriorated and disassembling would render it unusable.
- Sheet metal elements on-site have deteriorated and not amenable to relocation.

The Relocation Feasibility Study concluded that moving or relocating the existing car wash facility in a safe and structurally acceptable manner is not possible and is not recommended.

In addition, VK Engineers, Inc. prepared the *Follow-Up to April 12, 2021 Initial Assessment* (Follow-Up Assessment), dated August 9, 2021, which provided a detailed inspection of the existing building, including measurements and on-site wall construction testing of the various parts of the building.[7] Based on the results of the physical testing and site inspection as well as consultation with experienced masonry construction contractors, the Follow-Up Assessment found that in order to relocate the masonry walls, each section of block wall would have to be dismantled, which would likely result in partial or total destruction of the brick units. Additionally, the roof would have to be removed, which is currently clad in asphalt with pebbles that was installed in 1992. Thus, similar to

[6] VK Engineers, Inc., *Feasibility of Relocation of Existing Carwash*, April 12, 2021.
[7] VK Engineers, Inc., *Follow-Up to April 12, 2021 Initial Assessment*, August 9, 2021.

the findings in the Relocation Feasibility Study, the Follow-Up Assessment concluded that attempting to move or relocate the existing walls, even in portions, would likely result in crumbling and serious cracking beyond re-use. This is due to the brittle nature of clay brick masonry, which cracks and splits under the stresses it would be subjected to during a relocation operation. The age of the bricks and the minimal amount of reinforcement that is currently present within the brick walls would also result in damage to the brick units. As such, the Follow-Up Assessment concluded that relocation of the existing building would not be physically feasible.

The City retained Michael Baker International to conduct a peer review of the Applicant-provided Relocation Feasibility Study and Follow-Up Assessment. The *Peer Review for the 3700 Riverside Drive Mixed-Use Project: Feasibility of Relocation of Existing Car Wash* (Structural Peer Review), prepared by Michael Baker International and dated October 6, 2021, stated that many of the structural framing members and window frames on the existing building are in poor and deteriorated condition and further damage would occur if the building is moved, as noted in the Relocation Feasibility Study and Follow-Up Assessment.[8] The Structural Peer Review also stated that relocation of a building with brittle building masonry walls is impractical and reconstructing the building in a like manner with materials that resemble the appearance of the original building may be more appropriate. The Structural Peer Review concluded that moving the existing building is not impossible, though may be exorbitantly expensive or difficult.

The Project Applicant also reached out to American Heavy Moving and Rigging Inc. (American), a heavy hauling and rigging company, to obtain a relocation cost assessment. American provided a letter to the Applicant, dated October 1, 2021, stating that after further review by structural engineers, American requested to cancel their proposal to relocate the car wash building given that the structural integrity of both the concrete block foundation and wooded roof structure were found not sound for lifting and transportation.[9]

In summary, the Project Applicant does not own any property within the City that would meet the site-specific CDFs that contribute to the historic significance of the Lakeside Car Wash. Further, the Relocation Feasibility Study, Follow-Up Assessment, and Structural Peer Review generally concur that relocating the existing building would be infeasible, impractical, and exorbitantly expensive. Thus, the Relocate Off-Site Alternative was rejected from further analysis in this EIR.

7.3.3 "RELOCATE ON-SITE/FULL PRESERVATION" ALTERNATIVE

The Relocate On-Site/Full Preservation Alternative would relocate the Lakeside Car Wash building to the northeast corner of the Project site and construct the mixed-use building in an L-shape wrapped around the relocated car wash building. The intent of this alternative is to preserve the existing car wash facility at the Project site. However, as analyzed above in Section 7.3.2, *"Relocate Off-Site" Alternative*, several CDFs of the Lakeside Car Wash are related to site-specific features that would be lost if the building is relocated to the corner of the site (i.e., having the building set back from the street and surrounding the building with paved areas). Furthermore, as generally concurred in the Relocation Feasibility Study, Follow-Up Assessment, and Structural Peer Review, the existing

[8] Michael Baker International, *Peer Review for the 3700 Riverside Drive Mixed-Use Project: Feasibility of Relocation of Existing Car Wash*, October 6, 2021.

[9] American Heavy Moving and Rigging Inc., *Lakeside Car Wash*, October 1, 2021.

car wash building has poor structural integrity and while relocating the building would not be infeasible, it would be difficult, impractical, and exorbitantly expensive. As such, the Relocate On-Site/Full Preservation Alternative was rejected from further analysis.

7.3.4 "PRESERVE IN PLACE" ALTERNATIVE

The Preserve in Place Alternative involves preserving the car wash building in its current location on-site and also constructing the proposed mixed-use building on-site. Given that the site is only 0.61 acre in size and the car wash building is essentially located in the center of the site, constructing the proposed mixed-use building in some fashion around the existing car wash building (e.g., as a taller, narrower structure or L-shaped building) would not be possible without losing major elements of the Project and/or site-specific CDFs listed above with regard to the Lakeside Car Wash. For example, the proposed publicly accessible open space, community room, restaurant/retail space, outdoor dining areas, and affordable units may be reduced or eliminated. Site circulation, access, and parking may also be limited. Further, the historically significant setting of the car wash building would be affected. Specifically, the paved area surrounding the car wash building and the building setback would be eliminated. The car wash building would also be blocked from public views along Riverside Drive, North Hollywood Way, and the State Route 134 off-ramp. Therefore, many of the site-specific CDFs that contribute towards the historic significance of the car wash would be eliminated.

Furthermore, the Preserve in Place Alternative would not be able to meet most of the Project's basic objectives. Specifically, given the reduction in buildable area on-site, this alternative would not create a transit- and pedestrian-oriented urban environment with ground floor commercial uses, publicly accessible open space, and widened sidewalks; provide public and private landscaped common open space within the City's Media District; or create locally-serving commercial uses with a focus on high quality storefronts. As such, the Preserve in Place Alternative was rejected from further analysis in this EIR.

7.3.5 "REDUCED DEVELOPMENT" ALTERNATIVE

The Reduced Development Alternative would preserve the Lakeside Car Wash in place and construct a substantially smaller residential building to the west of the existing car wash operation. This alternative assumes the Lakeside Car Wash could continue to operate, utilizing the drive-through lane along the southern site perimeter and the paved area in front of the existing building for cleaning and drying cars. The reduced density building would be constructed on the remaining western end of the site, an approximately 0.11-acre area, adjacent to Screenland Drive. As stated, the site is only 0.61 acre in size and the car wash building is essentially located in the center of the site. Therefore, the Reduced Development Alternative assumes a substantially smaller residential building would be developed on the approximately 0.11-acre western portion of the site. Affordable housing units, ground-level commercial uses, amenities, and landscaping (e.g., publicly accessible open space, outdoor dining areas, and low/raised planter walls along site perimeter) would be eliminated, and upper level private open space areas would similarly be eliminated, given the site's substantially reduced developable area and smaller building footprint. Thus, this alternative would not meet the majority of the Project objectives.

It is acknowledged that instead of a smaller residential building, a taller building could be developed in the same location (western portion of the site) that provides some of the Project's amenities (ground-level commercial use, landscaping, private open space) to achieve a few of the Project objectives. However, a taller building (i.e., a high-rise building) would require compliance with high-rise development standards and more robust fire safety requirements under BMC Article 9, *California Fire Code*.

Overall, while the Reduced Development Alternative would preserve the historically significant Lakeside Car Wash in its place, it would not meet the majority of the Project objectives. As such, this alternative was rejected from further analysis.

7.3.6 "WESTERLY SHIFTED SITE PLAN" ALTERNATIVE

Based on a comment received during the Notice of Preparation public review period, the Westerly Shifted Site Plan Alternative is included for consideration as a potential Project alternative. This alternative would shift the proposed mixed-use building westward to be adjacent to Screenland Drive (rather than North Hollywood Way) with the intent to reduce potential impacts to the existing commercial building south of the Project site (currently occupied by a daycare facility and advertising business tenant). The freestanding pylon sign would remain in its current location and the publicly accessible open space area would be relocated to the same corner of the site as the sign. Similar to the Project, vehicular entry to the ground level parking garage and subterranean parking levels would be accessed via North Hollywood Way and Screenland Drive, respectively. The remaining Project features (e.g., dwelling units, retail/restaurant square footage, parking spaces, and public and private open space areas) for the Project would also be similar under the Westerly Shifted Site Plan Alternative.

The commenter intended for the Westerly Shifted Site Plan Alternative to reduce Project impacts related to construction noise and aesthetics. It should be noted that the Project site is approximately 242 feet wide and the proposed building is approximately 184 feet wide. Shifting the building westward by approximately 58 feet would not result in a substantial change in construction noise to the adjacent commercial building. Similar to the Project, construction noise would be mitigated to less than significant levels with implementation of Mitigation Measure NOI-1. Regarding aesthetics and pursuant to Burbank2035, scenic views/vistas are intended to be public vantage points (not private views) of particular visual resources identified by the City. The Project's less than significant impacts related to scenic vistas and corridors in the Project area would be similar in its currently proposed location on-site and if it was shifted approximately 58 feet to the west.

Further, while the intent of this alternative is to reduce environmental impacts, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen any of the Project's significant effects (i.e., historical) pursuant to CEQA Guidelines Section 15126.6(a). The Lakeside Car Wash building would still be demolished under this alternative and thus, would materially impair the building and cause a substantial adverse change in the significance of this potentially significant historical resource as defined in Section 15064.5 of the *CEQA Guidelines*, resulting in a significant and unavoidable impact. Similarly, the Westerly Shifted Site Plan Alternative would not avoid or substantially lessen the Project's significant and unavoidable impacts in regard to land use and planning (conflicting with Burbank2035 policies related to historical resources) and aesthetics (conflicting with Burbank2035

policies governing historic scenic resources). As such, the Westerly Shifted Site Plan Alternative was rejected from further analysis in this EIR.

7.4 ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

7.4.1 "NO PROJECT" ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[10] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[11] In essence, the No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. The No Project Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on March 31, 2021.

DESCRIPTION OF ALTERNATIVE

The Project site is currently occupied by the Lakeside Car Wash. As shown on Exhibit 3-2, *Site Vicinity*, the car wash facility consists of two single-story structures. The main building is located at the center of the site with a car wash 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 car wash 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. The No Project Alternative would retain the site in its current condition and the Lakeside Car Wash would remain operational. The proposed mixed-use development, including landscape and hardscape improvements, would not be developed.

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Historical Resources

Historical Resources

Under the No Project Alternative, the existing car wash facility would continue to operate and no new development would occur. As such, the historically significant Lakeside Car Wash building and

[10] *CEQA Guidelines* Section 15126.6(e)(2).
[11] *CEQA Guidelines* Section 15126.6(e)(3)(B).

pylon sign would be preserved as is and the Project's significant and unavoidable impact in this regard would be eliminated. The No Project Alternative would be environmentally superior to the Project given that it would avoid the potential for any historical resources impact to occur.

Land Use and Relevant Planning

Given that no changes or development would occur under the No Project Alternative, the proposed entitlement requests for Development Review; Conditional Use Permit; Density Bonus Request; Tentative Condominium Map; and Encroachment Permit would not be required. This alternative would also be consistent with the *Burbank2035 General Plan* (Burbank2035) goals and policies and BMC for the site's existing Media District Commercial designation and Media District General Business (MDC-3) zoning within the Media District Specific Plan, although not to the extent of the Project. The mixed-use development would achieve several of the Media District Specific Plan objectives for the Riverside Drive Corridor that the existing car wash facility would not, such as promoting a pedestrian environment, adding landscaping to soften the appearance of the sidewalk/building interface while creating pedestrian interest, and providing ground level retail. Nonetheless, the No Project Alternative would not conflict with the Burbank2035 General Plan Land Use Element Policy 3.10 and Open Space and Conservation Element Policy 6.1. Thus, the No Project Alternative would be environmentally superior to the Project given that the Project's significant and unavoidable impact related to Burbank2035 consistency pertaining to historical resources would be eliminated.

Aesthetics

No new development would occur under the No Project Alternative and the car wash facility would continue to operate similar to existing conditions. Thus, this alternative would be consistent with existing Media District Specific Plan and BMC policies and regulations governing scenic quality. Additionally, given that the car wash facility would continue to operate as is, this alternative would not adversely impact the Lakeside Car Wash building, which is considered a historic scenic resources in Burbank2035. The Project's significant and unavoidable impact related to impacting a historic scenic resource would be eliminated under this alternative. As such, the No Project Alternative would be environmentally superior to the Project in regard to aesthetics.

ABILITY TO MEET PROJECT OBJECTIVES

The No Project Alternative would not meet nine of the ten Project objectives. Given that no development would occur, this alternative would not reduce vehicle miles traveled by providing a mixed-use project in a jobs rich area near existing and proposed transit (Objective No. 1); help increase homeownership opportunities and meet the City's RHNA requirements (Objective No. 2); create a transit and pedestrian oriented environment with a street-adjacent building, ground level commercial uses, publicly accessible open space, and widened sidewalks (Objective No. 3); redevelop an underutilized property by providing for sale condominium housing (Objective No. 4); generate new construction, house new residents to support local businesses, and provide additional long-term revenues for the City (Objective No. 5); provide open space and recreational areas within the City's Media District (Objective No. 6); provide a residential development with a mix of housing types, sizes, and affordability (Objective No. 7); provide locally-serving commercial uses (Objective No. 8); or construct a development that complies with Green Building Code requirements and the City's Greenhouse Gas Reduction Plan (Objective No. 9). The historically significant car wash

building and pylon sign would be preserved under this alternative and thus, this alternative would meet Objective No. 10.

7.4.2 "PARTIAL PRESERVATION" ALTERNATIVE

Based on comments received during consultation with representatives from the Los Angeles Conservancy (Conservancy), a Project alternative that partially preserves the existing on-site historic structure is considered. The Conservancy referenced two projects as successful examples of partial preservation of on-site historic structures integrated with new development. Specifically, the two partial preservation examples were the Covina Bowl Specific Plan in the City of Covina and the Robertson Lane Hotel Project (The Factory) in the City of West Hollywood.[12]

The Covina Bowl Specific Plan area encompasses approximately 7.5 acres at 1060 West San Bernardino Road in the City of Covina and would allow infill development of mixed-use, commercial/office, and residential uses. The Covina Bowl located on-site is a Googie-style bowling alley built in 1956 and was determined eligible for listing in the National Register of Historic Places (NRHP). Within the proposed Specific Plan area, the bowling alley is located along the eastern end of the project site, adjacent to an existing roadway. The Covina Bowl Specific Plan proposes to adaptively reuse the Covina Bowl by retaining the core of the building in the northeast corner of the site and developing new residential uses around it.

The Robertson Lane Hotel Project (The Factory) is located on a 1.94-acre site along North Robertson Boulevard and North La Peer Drive in the City of West Hollywood. The project involves constructing a mixed-use development including a hotel, restaurant, retail, wholesale showroom, and personal service uses. Constructed in 1929, The Factory building is listed in the California Register of Historical Resources and was determined eligible for listing in the NRHP. The Robertson Lane Hotel Project proposes to disassemble the 24,990-square foot Factory building and its 6,764-square foot former office building and reassemble an approximately 140-foot-long, two-story portion of the originally 240-foot-long building. The building would be repositioned from its current location to a new location on-site along Robertson Boulevard at the eastern edge of the project site.

In comparison to the proposed Project, the Covina Bowl Specific Plan and Robertson Lane Hotel Project were able to partially preserve each respective on-site historic building and integrate each into the proposed developments given the size of the sites and original location of the buildings. In the case of the proposed Project, preserving the building in its existing place and constructing around the building is more challenging given the size of the site (approximately 0.61-acre) and centrally-located car wash building on-site. Therefore, the Partial Preservation Alternative described and analyzed below considers an alternative in which the car wash building is partially preserved, where feasible, and relocated to the northeast corner of the site. The following site plan (Exhibit 7-1, *Partial Preservation Alternative*) was developed by the Project Applicant based on comments received during consultation with the Conservancy.

[12] Los Angeles Conservancy, *"3700 Riverside Drive Mixed-Use Project Follow Up to Meeting on October 15, 2021,"* received by Daniel Villa, Senior Planner, City of Burbank Planning Division, November 5, 2021.

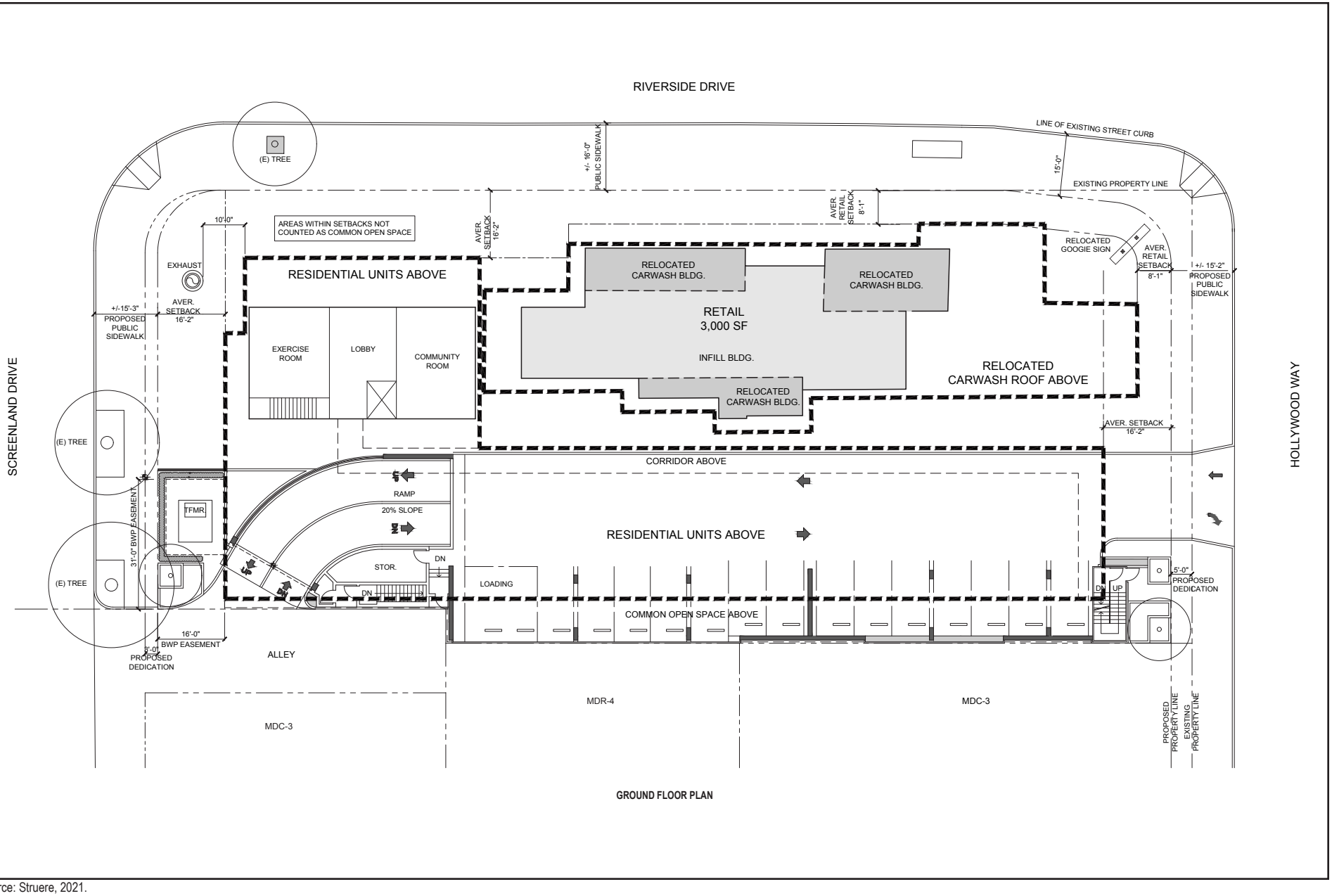
DESCRIPTION OF ALTERNATIVE

The Partial Preservation Alternative would relocate the car wash building to the northeast corner of the site (adjacent to the Riverside Drive and North Hollywood Way intersection) and construct the mixed-use development on-site as an L-shaped building wrapped around the car wash building; refer to Exhibit 7-1.

The car wash building would be relocated to the northeast corner of the site to preserve its presence along the street frontage, particularly at the corner of two major arterials (North Hollywood Way and Riverside Drive). However, given the age and poor structural integrity of the existing car wash building, most of the building would have to be reconstructed on-site as part of this alternative. As much of the original Lakeside Car Wash components would be salvaged for partial preservation, including portions of the walls and roof, rock planters outside of the building, façade, and signage, as feasible. As detailed above in Section 7.3.2, *"Relocate Off-Site" Alternative*, the Relocation Feasibility Study, Follow-Up Assessment, and Structural Peer Review generally concur that the existing car wash building has poor structural integrity and, while relocating the building would not be infeasible, it would be difficult, impractical, and exorbitantly expensive. Therefore, under this alternative, portions of the building that cannot be relocated given the age and brittle nature of the building's concrete/masonry units, would be reconstructed in a like manner with materials that resemble the appearance of the original building.

The reconstructed and partially preserved building would preserve the major CDFs of the historic car wash, including the general rectangular massing, one-story height, low-pitched roof, large pylon sign at the corner of the property (slightly setback into the property to accommodate right-of-way dedication), presence along an arterial corridor, large sign along the primary façade of the building, building material (e.g., natural and synthetics), split stone fireplace inside the building, rock planters outside of the building, and large plate glass windows. The reconstructed and partially preserved car wash building would be repurposed into a 3,000-square foot commercial area with one or more commercial uses (e.g., restaurant, coffee shop, etc.), which is a compatible repurposed use per the Secretary's Standard for the Treatment of Historic Properties. While a majority of the car wash building's CDFs would be preserved, the reconstructed and partially preserved building would lose its setback from the street and paved area surrounding the building.

The residential component of the Project would be constructed as a six-story (with a mezzanine) L-shaped building with 34 units. No affordable housing units would be provided given that a density bonus would not be requested, and the Project would comply with the City's Inclusionary Housing Ordinance through payment of the applicable in-lieu fees. Under this alternative, ground-level amenities and landscaping such as the publicly accessible open space area, outdoor dining areas, and low/raised planter walls along site perimeter would be eliminated, and upper level private open space areas would be reduced given the site's reduced developable area and smaller building footprint. Ground-level parking would also be reduced from 29 spaces to 14 spaces and thus, require an additional partial subterranean parking level to accommodate the 83 total required parking spaces. Refer to Table 7-1, *Partial Preservation Alternative Buildout Comparison*, for a comparison of the proposed Project to the Partial Preservation Alternative. Similar to the proposed Project, the Partial Preservation Alternative would require City discretionary approval of a Development Review, Conditional Use Permit, and Tentative Condominium Map.



GROUND FLOOR PLAN

Source: Struere, 2021.

NOT TO SCALE

Michael Baker INTERNATIONAL

10/2021 JN 179033

3700 RIVERSIDE DRIVE MIXED-USE PROJECT
ENVIRONMENTAL IMPACT REPORT

Partial Preservation Alternative

Exhibit 7-1

Table 7-1
Partial Preservation Alternative Buildout Comparison

	Proposed Project	Partial Preservation Alternative
Dwelling Units	49 total units; 4 affordable units	34 units (no affordable units)
Commercial	2,000 square feet	3,000 square feet (repurpose of reconstructed car wash building)
Open Space	10,680 total square feet *1st Floor: 1,964 square feet* *2nd Floor: 3,743 square feet* *3rd Floor: 4,973 square feet*	5,100 total square feet *1st Floor: 0 square feet* *2nd Floor: 1,600 square feet* *3rd Floor: 3,500 square feet*
Parking	90 spaces (29 spaces on first floor)	83 spaces (14 spaces on first floor)

The following discussion evaluates the potential environmental impacts associated with the Partial Preservation Alternative, as compared to impacts from the Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Historical Resources

Historical Resources

The Partial Preservation Alternative would relocate, partially preserve, and reconstruct the car wash building to the northeast corner of the site and preserve the pylon sign in its place. As stated, as much of the original Lakeside Car Wash components would be salvaged for partial preservation, including portions of the walls and roof, rock planters outside of the building, façade, and signage, as feasible. Portions of the building that cannot be relocated given the age and brittle nature of the building's concrete/masonry units, would be reconstructed in a like manner with materials that resemble the appearance of the original building. As such, major CDFs of the historic car wash building would be partially preserved and/or replicated as part of the reconstructed building, including the general rectangular massing, one-story height, low-pitched roof, large pylon sign at the corner of the property, presence along an arterial corridor (i.e., Riverside Drive and North Hollywood Way), large sign along the primary façade of the building, building material (e.g., natural and synthetics), split stone fireplace inside the building, rock planters outside of the building, and large plate glass windows. While the car wash operation would not continue, the reconstructed building would be repurposed into one or more commercial uses (e.g., restaurant, coffee shop, etc.), which is a compatible repurposed use per the Secretary's Standard for the Treatment of Historic Properties.

However, the reconstructed and partially preserved building would lose its CDFs related to its setback from the street and paved area surrounding the building. Further, although the building's major CDFs would be replicated as part of the reconstructed building and as much of the salvageable original features (e.g., walls/roof, rock planters, façade, and signage) would be relocated and preserved, the Partial Preservation Alternative would not completely avoid the Project's significant and unavoidable impact involving the demolition of the existing on-site historic resource. Thus, the Project's significant and unavoidable impacts would be reduced; however, such significant

impacts would not be completely avoided to a level of insignificance. Overall, this alternative would be environmentally superior to the Project in regard to historical resources.

Land Use and Relevant Planning

This alternative would require similar entitlement requests as the Project with the exception of the Project's Density Bonus Request given that no affordable housing units would be provided. While this alternative would reconstruct the building and partially preserve as much of the salvageable pieces of the existing car wash building (e.g., walls/roof, rock planters, façade, and signage) with the intent to preserve its historically significant CDFs, it would still result in the demolition of the existing on-site historic resource and thus, would conflict with Burbank2035 Land Use Element Policy 3.10 (related to preserving historic buildings) and Open Space and Conservation Element Policy 6.1 (related to maintaining historical structures). Additionally, while this alternative would provide housing in the City, it would not meet several Burbank2035 policies related to providing mixed-use developments and affordable housing units to the extent of the Project (Land Use Element Policies 2.1 2.2, and 5.3, and Housing Element Policies 3.1, 3.4, and 3.5). Thus, the Partial Preservation Alternative would reduce the Project's significant and unavoidable land use impacts; however, such significant impacts would not be completely avoided to a level of insignificance. This alternative would be environmentally superior to the Project.

Aesthetics

This alternative would relocate, partially preserve, and reconstruct the car wash building in the northeast corner of the site, preserve the pylon sign in its current place, and construct an L-shaped residential building on the remainder of the site. The proposed development would be consistent with existing Media District Specific Plan and BMC policies and regulations governing scenic quality. Additionally, given that the car wash building would be relocated, partially preserved where feasible, and reconstructed to resemble the original structure, this alternative would not adversely impact the scenic quality of the on-site historic scenic resource. Thus, the Project's significant and unavoidable aesthetic impact related to impacting a historic scenic resource would be eliminated under this alternative. The Partial Preservation Alternative would be environmentally superior to the Project in this regard.

ABILITY TO MEET PROJECT OBJECTIVES

This alternative would construct fewer residential units, eliminate deed-restricted affordable units, and provide slightly more retail/commercial square footage in a separate building (i.e., the relocated/partially preserved car wash building). As such, the Partial Preservation Alternative would be able to meet some of the Project's objectives. Specifically, this alternative would be able to reduce vehicle miles traveled by providing a mixed-use development in a jobs rich area in proximity to existing and proposed transit (Objective No. 1) and construct the new development in compliance with the Green Building Code requirements and the City's Greenhouse Gas Reduction Plan (Objective No. 9). As components of the historically significant car wash building would be partially preserved and the pylon sign would be preserved in its entirety on-site, the Partial Preservation Alternative would also meet Objective No. 10.

Given the fewer residential units and the elimination of affordable units, this alternative would generate new construction, housing, and long-term revenues for the City (Objective No. 5), but not

to the extent of the Project given the reduction in units. Similarly, while this alternative would not provide any affordable housing units (Objective No. 7), it would help the City meet RHNA requirements for above moderate income housing and thus, would meet Objective No. 2, although not to the extent of the Project.

Although this alternative would repurpose the reconstructed car wash building into a 3,000-square foot commercial building with one or more commercial uses (e.g., restaurant, coffee shop, etc.), this alternative would not be able to provide locally-serving commercial uses with high quality storefronts to the extent of the Project (Objective No. 8). Under this alternative, ground-level amenities and landscaping such as the publicly accessible open space area, outdoor dining areas, and low/raised planter walls along the site perimeter would be eliminated, and upper level private open space areas would be reduced given the site's reduced developable area and smaller building footprint. Thus, this alternative would only partially meet Objective No. 6 in helping meet the recreational needs of Project residents and employees by providing landscaped common open space for residents, but not to the extent of the proposed Project.

This alternative would partially meet Objective No. 3 by creating a transit and pedestrian oriented environment with a street-adjacent commercial building and separate residential building wrapped around with widened sidewalks along the site perimeter; however, it would not provide the publicly accessible open space proposed by the Project.

Last, the Partial Preservation Alternative would redevelop the currently underutilized property by providing housing (Objective No. 4). However, as analyzed under Section 7.3.2, *"Relocate Off-Site" Alternative*, relocating the building, even separate building components, would likely result in crumbling and serious cracking beyond re-use due to the brittle nature of clay brick masonry, which cracks and splits under the stresses it would be subjected to during a relocation operation. Therefore, relocating partially preserved components of the existing building may be difficult, impractical, and exorbitantly expensive. Thus, this alternative would not meet Objective No. 4 to the extent of the Project given that the partial preservation and relocation of building components under this Alternative would make the Alternative less economically feasible to implement for the Project Applicant, eliminate any on-site affordable housing units, and make it less likely for the Project Applicant to pursue redevelopment of the site.

Overall, the Partial Preservation Alternative would fully achieve some Project objectives and some to a lesser degree than the Project. However, many of the basic Project objectives would not be met and, from an overall perspective, this alternative would not be as cohesive as the proposed Project. Specifically, the Project as proposed would provide a mixed-use building with high-quality, ground-level commercial uses, a mix of market rate and affordable housing units, public and private amenities, and publicly accessible open space. While this alternative would partially preserve elements of the Lakeside Car Wash, the significant and unavoidable impacts to historical resources would remain, as the historic resource's significance is a result of the structure and site characteristics. Thus, although the Partial Preservation Alternative would meet some of the Project objectives and reduce the impacts to a historical resource, this alternative would not avoid the Project's significant and unavoidable impacts.

7.5 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

Table 7-2, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the Project). Review of Table 7-2 and the analysis above indicate the No Project Alternative is the environmentally superior alternative given that the Project's significant and unavoidable impact related to historical resources would be eliminated. However, per *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the Partial Preservation Alternative is identified as the environmentally superior alternative.

This alternative would construct fewer residential units, eliminate deed-restricted affordable units, and provide slightly more retail/commercial square footage in a separate building (i.e., the relocated/partially preserved car wash building). As such, the Partial Preservation Alternative would be able to meet some of the Project's objectives. Specifically, this alternative would be able to reduce vehicle miles traveled by providing a mixed-use development in a jobs rich area in proximity to existing and proposed transit (Objective No. 1) and construct the new development in compliance with the Green Building Code requirements and the City's Greenhouse Gas Reduction Plan (Objective No. 9). Given that components of the historically significant car wash building would be partially preserved and the pylon sign would be preserved in its entirety on-site, the Partial Preservation Alternative would also meet Objective No. 10.

Given the fewer residential units and the elimination of affordable units, this alternative would generate new construction, housing, and long-term revenues for the City (Objective No. 5), but not to the extent of the Project. Similarly, while this alternative would not provide any affordable housing units (Objective No. 7), it would help the City meet RHNA requirements for above moderate income housing and thus, would meet Objective No. 2, although not to the extent of the Project.

Although this alternative would repurpose the reconstructed car wash building into a 3,000-square foot commercial building with one or more commercial uses (e.g., restaurant, coffee shop, etc.), this alternative would not be able to provide locally-serving commercial uses with high quality storefronts to the extent of the Project (Objective No. 8).

Under this alternative, ground-level amenities and landscaping such as the publicly accessible open space area, outdoor dining areas, and low/raised planter walls along the site perimeter would be eliminated, and upper level private open space areas would be reduced given the site's reduced developable area and smaller building footprint. Thus, this alternative would only partially meet Objective No. 6 in helping meet the recreational needs of Project residents and employees by providing landscaped common open space for residents, but not to the extent of the proposed Project.

This alternative would partially meet Objective No. 3 by creating a transit and pedestrian oriented environment with a street-adjacent commercial building and separate residential building wrapped around with widened sidewalks along the site perimeter; however, it would not provide the publicly accessible open space proposed by the Project.

Last, the Partial Preservation Alternative would redevelop the currently underutilized property by providing housing (Objective No. 4). However, as analyzed under Section 7.3.2, *"Relocate Off-Site" Alternative*, relocating the building, even separate building components, would likely result in crumbling and serious cracking beyond re-use due to the brittle nature of clay brick masonry, which cracks and splits under the stresses it would be subjected to during a relocation operation. Therefore, relocating partially preserved components of the existing building may be difficult, impractical, and exorbitantly expensive. Thus, this alternative would not meet Objective No. 4 to the extent of the Project given that the partial preservation and relocation of building components under this Alternative would make the Alternative less economically feasible to implement for the Project Applicant, eliminate any on-site affordable housing units, and make it less likely for the Project Applicant to pursue redevelopment of the site.

Overall, the Partial Preservation Alternative would fully achieve some Project objectives and some to a lesser degree than the Project. However, many of the basic Project objectives would not be met and, from an overall perspective, this alternative would not be as cohesive as the proposed Project. Specifically, the Project as proposed would provide a mixed-use building with high-quality, ground-level commercial uses, a mix of market rate and affordable housing units, public and private amenities, and publicly accessible open space. While this alternative would partially preserve elements of the Lakeside Car Wash, the significant and unavoidable impacts to historical resources would remain, as the historic resource's significance is a result of the structure and site characteristics. Thus, although the Partial Preservation Alternative would meet some of the Project objectives and reduce the impacts to a historical resource, this alternative would not avoid the Project's significant and unavoidable impacts.

Table 7-2
Comparison of Alternatives

Sections	No Project Alternative	Partial Preservation Alternative
Historical Resources		
Cultural Resources*	⮟	⮟*
Land Use and Relevant Planning*	⮟	⮟*
Aesthetics*	⮟	⮟

* Indicates a significant unavoidable impact.
⮝ Indicates an impact that is greater than the Project (environmentally inferior).
⮟ Indicates an impact that is less than the Project (environmentally superior).
= Indicates an impact that is equal to the Project (neither environmentally superior nor inferior).

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8.0 Effects Found Not To Be Significant

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR shall focus on a project's significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. Prior to preparation of this Draft EIR, the City of Burbank prepared the *3700 Riverside Drive Mixed-Use Project Initial Study*, dated March 2021, to determine potentially significant effects of the Project; refer to Appendix 11.1, *Initial Study and Notice of Preparation*. Through the course of this evaluation and preparation of this Draft EIR, certain impacts were identified as "less than significant with mitigation incorporated," "less than significant," or have "no impact" due to the inability of a project of this scope and nature to yield such impacts or the absence of project characteristics producing impacts of this type. These impacts are not required to be included in the EIR's primary environmental analysis section (Section 5.0).

In accordance with CEQA Guidelines Section 15128, the following discussion includes a description of potential impacts found to be less than significant with mitigation incorporated, less than significant, or that would have no impact. The lettered analyses under each topical area directly correspond to their order in *CEQA Guidelines* Appendix G.

AESTHETICS. ***Except as provided in Public Resources Code Section 21099, would the project:***

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.

Pursuant to the *Burbank2035 General Plan* (Burbank2035), scenic views/vistas are intended to be public vantage points of particular visual resources identified by the City. Specifically, 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). 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

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

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). As the 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, 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. 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 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 six-story (with mezzanine) building would be substantially taller than the existing one-story car wash facility on-site, the building would comply with the maximum building height standard based on the Media District Specific Plan (15 stories or 205 feet above average grade of lot, whichever is more restrictive) and would complement the height and scale of adjacent office buildings in the highly urbanized 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.

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

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 *Burbank BMC* (BMC) Section 9-1-1-105.8, *Construction Hours*, for allowable construction hours that 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 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 BMC 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 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.

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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's*

inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

No Impact. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] No farmland exists within the site vicinity. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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 BMC, 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. [4] 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 Agriculture and Forestry Resources (c). No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

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 Agriculture and Forestry Resources (a) through (d). No impacts in this regard would occur.

Mitigation Measures: No mitigation measures are required.

AIR QUALITY. *Would the project:*

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 Air Quality (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 Project would not result in an increase in the frequency or severity of existing air quality violations.[5]

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

As discussed in Air Quality (b), the 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.

[5] 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.

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

The Project would result in less than significant impacts with regard to localized concentrations during Project construction and operations; refer to Air Quality (b) and (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 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. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

Based on 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 City 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, pursuant to City and State Density Bonus Law regulations, 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 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. Including the conservative estimate of potential population increase from the

Project's employment-generating land use (13 persons), the Project would result in a population increase of up to 133 persons. 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 133 additional residents represent only a 0.13 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 increase (133 persons) represents 0.32 percent of the City's anticipated growth by 2040 (i.e., 41,700 persons), and only 0.09 percent of the City's total projected 2040 population (i.e., 145,000 persons). Upon approval of the density bonus, the 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 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 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 Air Quality (b) and (c). As such, the 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 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 publicly accessible open space area. 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 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 Project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the 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 Project construction schedule was estimated by the Project Applicant and incorporated in CalEEMod. All other construction activity characteristics are based on the CalEEMod program defaults. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Table 8-1, *Project-Generated Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 8-1
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 11.1A, *Air Quality/HRA/GHG/Energy Analysis*.

Source: Refer to Appendix 11.1A 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 8-1, 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 8-1, 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.[6] ROG emissions associated with the Project would be less than significant; refer to Table 8-1.

Total Daily Construction Emissions

As indicated in Table 8-1, criteria pollutant emissions during construction of the Project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

[6] 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.

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 car wash facility, only the mobile source emissions generated by the existing car wash facility have been analyzed. This methodology represents a conservative analysis as operational emissions from the existing car wash facility (i.e., area and energy sources) have not been accounted for. Emissions associated with each source are detailed in Table 8-2, *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 Project. The Project would comply with SCAQMD Rule 1113, which limits ROG content of paints. This feature has been incorporated in CalEEMod and as shown in Table 8-2, 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 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. The Project would comply with 2019 Title 24 Standards, which is 30 percent more efficient for nonresidential buildings than 2016 Title 24 Standards that are built in CalEEMod. 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. This feature has been incorporated in CalEEMod. Energy source emissions would not exceed established SCAQMD thresholds; refer to Table 8-2. Impacts in this regard would be less than significant.

Table 8-2
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 is 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 11.1A 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 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 Project would be higher than existing conditions due to the change in land use and associated trip lengths. As shown in Table 8-2, 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 8-2, 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 8-3, *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 8-3 are less than those in Table 8-1 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 8-3, 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 8-3
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 11.1A.
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 11.1A 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 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 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.[7] 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.[8] 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 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 11.1A.

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.[9]

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 Project site. An emission rate for DPM was calculated using the 2018 California Department of Transportation truck annual average daily traffic census data[10] and EMFAC2017 model runs for Los Angeles County during the year 2022 (first year

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

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

[9] 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.

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

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)*[11], 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.[12]

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 $\mu g/m^3$. The highest expected annual average diesel PM_{10} emission concentrations at the Project site would be approximately 0.019 $\mu g/m^3$. 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.

[11] 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.

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

As shown in Table 8-4, *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 8-4, impacts related to cancer risk from diesel truck traffic along SR-134 would be less than significant at the Project site.

Table 8-4
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 11.1A.
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 filters 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 11.1A. 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 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 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* that 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.

BIOLOGICAL RESOURCES. *Would the project:*

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

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 and 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 Car Wash, consisting of two single-story structures. The main building is located at the center of the site with a car wash 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.[13] 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 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 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.

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

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 by a qualified biologist, defined as an individual with a bachelor's degree or above in a biological science field and demonstrated field experience, retained by the Project Applicant and approved by the City of Burbank Community Development Department's Planning Division 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. The qualified biologist shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Burbank Community Development Department's Planning Division, 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. BMC 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 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.[14] Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

[14] 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.

CULTURAL RESOURCES. *Would the project:*

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 *3700 Riverside Drive Mixed-Use Project, Cultural Resources Assessment*, prepared by Rincon Consultants, Inc., dated August 2020, ten recorded cultural resources were identified within a 0.5-mile radius of the Project site; refer to Appendix 11.1B, *Cultural Resources Assessment*. 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. 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 Project would be required to retain a qualified Archaeological Monitor 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 Archaeological Monitor 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 the Archaeological Monitor to evaluate 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 The Applicant shall be required to retain the services of one or more monitor(s) who are qualified in the identification of archaeological and Native American resources. The Archaeological Monitor(s) shall meet the Secretary of the Interior's Professional Qualification Standards for archaeology to determine if the potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique resources (Public Resources Code 21083.2(g)), and shall be present during construction related ground disturbance activities including, 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) within the Project site. A copy of the executed contract shall be submitted to the City of Burbank Community Development Department's Planning Division prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Archaeological 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 Archaeological Monitor has indicated that the site has a low potential for cultural resources, whichever occurs first. The Applicant shall also be required to make the Project site available to native tribe(s) that have ancestral ties to the region during ground

disturbance activities for monitoring on their own behalf, if requested, including the Gabrieleño Band of Mission Indians Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and any other tribe with ancestral ties to the region, as established by the Native American Heritage Commission.

CUL-2 The Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall maintain weekly communication with the consulting tribal groups regarding the Project schedule and when requested, shall share any and all monitoring logs.

CUL-3 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and the Archaeological Monitor, as defined in Mitigation Measure CUL-1, 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 Archaeological Monitor shall immediately notify the City of Burbank Community Development Department's Planning Division 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 With Mitigation Incorporated. 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. Mitigation Measure CUL-4 is included to ensure compliance with the aforementioned regulations and impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures:

CUL-4 In the event that human remains are discovered during on-site construction activities, the Archaeological Monitor, as defined in Mitigation Measure CUL-1, shall immediately divert work at minimum of 50 feet and place an exclusion zone around the discovery location. The Archaeological Monitor shall then notify the construction manager who shall notify the County Coroner per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Work shall continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) as mandated by State law who shall then appoint a Most Likely Descendent (MLD). Once NAHC identifies the most likely descendants, the descendants shall make recommendations regarding proper burial, which shall be implemented to the extent feasible in accordance with Section 15064.5(e) of the State CEQA Guidelines.

ENERGY. *Would the project:*

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 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 11.1A. 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 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 Project is summarized in Table 8-5, *Project and Countywide Energy Consumption*. As shown in Table 8-5, the Project's per capita electricity and natural gas consumption would be approximately 51.5 percent and 73.8 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 8-6, *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 8-6, Project construction and operation would increase the County's fuel consumption by 0.0068 percent and 0.0007 percent, respectively (**Criterion 1**).

Table 8-5
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	51.5%
Natural Gas (therms)	6,798	2,921,000,000	51	195	73.8%

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.
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, the Project's 2,000 square feet of commercial use would generate approximately five jobs. Conservatively assuming employees move into the City from outside jurisdictions and based on the City's average household size of 2.46, the commercial use would result in up to 13 additional residents within the City. Therefore, the Project would increase the City's population by approximately 133 persons.
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 11.1A for assumptions used in this analysis.

Table 8-6
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 Project would generate approximately 353 daily trips and the existing car wash facility currently generates 360 daily trips. Therefore, 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 VMT associated with the Project would be higher than existing conditions due to the change in land use and associated trip lengths.

Source: Refer to Appendix 11.1A 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 8-6, 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 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.[15] 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

[15] 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.

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 8-6 provides an estimate of the daily fuel consumed by vehicles traveling to and from the Project site. Based on the Transportation Analysis Memo, the Project would generate approximately 353 daily trips and the existing car wash facility currently generates 360 daily trips. Therefore, the 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 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 8-6. 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 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 TPA and is on a HQTC. Further, the Project would be located less than 0.10-mile from 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 California Energy Commission (CEC) developed 2018 to 2030 forecasts for energy consumption and peak demand in support of the 2017 Integrated Energy Policy Report (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 kilowatt hours (kWh) to 8,100 kWh per capita (7.4 megawatt hours [MWh] to 8.1 MWh) and 300 therms to 320 therms per capita in 2030, respectively[16]. As shown in Table 8-5, the 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 51 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

[16] 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.

and commercial developments and would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The 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 Project more energy efficient than existing car wash 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 that 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.

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, the California Public Utilities Commission'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 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.

GEOLOGY AND SOILS. *Would the Project:*

a)(1) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 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, no known active faults cross the Project site, and the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone; refer to Appendix 11.1C, *Geotechnical Study*. 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.

a)(2) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 BMC 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.

a)(3) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 Project's 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. Soil 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 Community Development Department's Building and Safety Division, 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.

a)(4) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 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 Geology and Soils (a)(3) and (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 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, 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; refer to Appendix 11.1D, *Paleontological Resources Assessment*. 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.

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 qualified paleontologist shall have a B.S. or B.A. in geology and/or paleontology with demonstrated competence in research, fieldwork, reporting, and curation. The WEAP shall be reviewed and approved by the City of Burbank Community Development Department's Building and Safety and Planning Divisions prior to ground disturbance 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 the 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 (Mitigation Measure GEO-2) and the City of Burbank Community Development Department's Building and Safety and Planning Divisions 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. The Project Applicant shall be responsible for the full cost of implementing this mitigation measure.

GREENHOUSE GAS EMISSIONS. *Would the project:*

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

Less Than Significant Impact. Project-related greenhouse gas (GHG) emissions include emissions from direct and indirect sources. The 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. CalEEMod relies upon trip generation rates from the Transportation Analysis Memo, and Project specific land use data to calculate emissions; refer to Appendix 11.1H, *Transportation Analysis Memo*. Based on the Transportation Analysis Memo, the Project would generate approximately 353 daily trips and the existing car wash facility currently generates 360 daily trips. Therefore, the 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 car wash facility, only the mobile source emissions generated by the existing car wash facility have been analyzed. This methodology represents a conservative analysis as operational emissions from the existing car wash facility (i.e., area, energy, water, and solid waste sources) have not been accounted for. Table 8-7, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the Project; refer to Appendix 11.1A for the CalEEMod outputs.

Table 8-7
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$_2$e 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.

Table 8-7 [cont'd]
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]	
4. Exceeding Title 24 by 33 percent was applied in CalEEMod to account for the latest 2019 Title 24 Standards. CalEEMod default energy efficiency is 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 11.1A 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.[17] As shown in Table 8-7, the 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 8-7.

Mobile Source. CalEEMod relies upon trip generation rates from the Transportation Analysis Memo and Project specific land use data to calculate mobile source emissions; refer to Appendix 11.1H, *Transportation Analysis Memo*. Project-generated vehicle emissions were estimated using CalEEMod as well as the CARB's EMFAC2017. According to the Transportation Analysis Memo, the 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 Project would be higher than existing conditions 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 8-7.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and Project-specific land use data. 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 8-7.

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 8-7.

[17] 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).

Solid Waste. Solid waste associated with operations of the Project would result in 4.46 $MTCO_2e$ per year; refer to Table 8-7.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 8-7, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 403.85 $MTCO_2e$ per year.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The following discussion analyzes the Project's consistency with the *Burbank2035 Greenhouse Gas Reduction Plan* (GGRP), SCAG's *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), and CARB's 2017 Scoping Plan. The GGRP is not a qualified GHG reduction plan under CEQA that the Project could tier the analysis of GHG emissions from, and City has not yet adopted such a plan. Therefore, the Project's consistency with the GGRP has been included for informational purposes only.

Burbank2035 Greenhouse Gas Reduction Plan

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 8-8, *Consistency with the City's Greenhouse Gas Reduction Plan*.

As depicted in Table 8-8, the Project would be consistent with the 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, to the extent physically possible as established by the City's Building Official and BWP. Compliance with GGRP measures is required as a Project Condition of Approval. As the Project would be consistent with the GGRP, impacts would be less than significant in this regard.

Table 8-8
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.

Table 8-8 [cont'd]
Consistency with the City's Greenhouse Gas Reduction Plan

GGRP Mandatory Measure	Project Consistency
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 3-5a, *Conceptual Landscape Plan – Ground Floor*, through 3-5c, *Conceptual Landscape Plan – Mezzanine/Roof*.
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, to the extent physically feasible. 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.
Measure T-2.1: Transportation Management Organization Expansion	**Consistent.** This measure requires participation rates in the City's Transportation Management Organization (TMO) to reduce VMT. The 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 TPA and is on a HQTC. Additionally, the Project would provide three bicycle racks (two spaces per rack) near the proposed publicly accessible open space area 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 Assembly Bill (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. Additionally, the Project would be required to comply with AB 1826, which requires businesses that generate at least two cubic yards of commercial solid waste each week to set up recycling services for recyclables and organic waste.

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 8-9, *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 Project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 8-9
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 publicly accessible open space, 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 Project would also be within walking and biking distance of residential and commercial uses, including major employers located within the Media District Specific Plan Area. The Project would provide bicycle parking spaces in accordance with CALGreen Code. Therefore, the Project would focus growth near destinations and mobility options.
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	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** The 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 Project

Table 8-9 [cont'd]
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions		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 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 (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	**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 Project would be located in a TPA, which would promote alternative modes of transportation. The Project would include a publicly accessible open space area 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 of photovoltaic solar panels and EV charging stations. Thus, the Project would be consistent with this reduction strategy.

Table 8-9 [cont'd]
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
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		
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 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. 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 8-10, *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 8-10
Consistency with the 2017 Scoping Plan

Actions and Strategies	Project Consistency Analysis
Senate Bill 350 (SB 350)	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The Project would not be an electrical provider or would delay the goals of SB 350. Furthermore, the Project would provide rooftop solar and utilize electricity from BWP that 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 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 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.
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 8-7. Furthermore, the Project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. As such, the 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 8-9, 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 8-7, 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 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.

Mitigation Measures: No mitigation measures are required.

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

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

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 car wash facility. Professional car wash facilities regularly generate wastewater that contains various chemicals from cleaning and finishing products, oil, and grease. As such, implementation of the 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 household hazardous wastes (e.g., paints, cleaners, oils, and batteries) 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. Additionally, in comparison, the proposed mixed-use building would utilize far

fewer hazardous materials compared to the existing car wash facility. 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.

Based on information provided by the Los Angeles County Public Works, the County's existing hazardous waste management infrastructure is inadequate to handle hazardous waste currently generated within the County. Therefore, the Project may generate household hazardous waste that could adversely impact existing hazardous waste management infrastructure. Thus, as a Project Condition of Approval, the Project Applicant would be required to provide future homeowners with educational materials on the proper management and disposal of household hazardous waste as provided by the Los Angeles County Public Works. 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 Environmental Site Assessment, 3700 W. Riverside Dr., Burbank, CA 91505* (Phase I ESA), prepared by ENCON Solutions, Inc., dated December 10, 2009, the Project site was developed with a residential dwelling and detached garage along the western boundary in 1938; refer to Appendix 11.1E, *Phase I and II Environmental Site Assessment*. 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 Car Wash. The Lakeside Car Wash 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 car wash building. Soil samples revealed non-detect levels for the UST located northwest of the car wash 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 car wash 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, the *Phase II Environmental Site Assessment, 3700 West Riverside, Burbank, CA 91505* (Phase II ESA), prepared by ENCON Solutions, Inc., dated February 9, 2015, consisting of a limited subsurface investigation was conducted in January 2015; refer to Appendix 11.1E. 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[18] 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.

Demolition of Existing Structures

Due to the age of the existing buildings on-site, constructed prior to 1978, demolition activities associated with the 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. The Project Applicant would also be required to notify adjacent sensitive-use property owners and businesses (i.e., the Bright Horizons Daycare Center) of anticipated demolition dates and times prior to demolition activities to minimize potential hazardous materials impacts to sensitive receptors in the Project area. With compliance with existing laws and regulations involving demolition of ACMs and LBPs (e.g., applying proper sealant/encapsulation to asbestos fibers, wearing appropriate personal protective equipment, and establishing a clean, sealed off work space), these materials, if present, would not be released to the environment during demolition. Compliance with Mitigation Measure HAZ-1 would reduce potential impacts in this regard to less than significant levels.

Operation

Refer to Hazards and Hazardous Materials (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's Building and Safety and Planning Divisions for review and comment and to the City Building Official 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,

[18] 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.

Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead.

If hazardous materials are identified on-site, the Project Applicant shall inform adjacent sensitive-use property owners and businesses (i.e., the Bright Horizons Daycare Center) of anticipated demolition dates and times at least ten (10) business days prior to demolition activities to minimize potential hazardous materials impacts to sensitive receptors in the Project area.

The Project Applicant shall inform the City Building Official, 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. California 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 California Health and Safety Code Section 116395. California 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 California Government Code Section 65962.5.[19] Thus, no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

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

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, 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.[20] 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 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 (BMC Title 7, Chapter 3, Article 7, *Encroachment on City Property*) that 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.[21] Additionally, the Project site and surrounding area are built out and urbanized. As an infill development in an urban 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.

[20] 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.

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

Mitigation Measures: No mitigation measures are required.

HYDROLOGY AND WATER QUALITY. *Would the project:*

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 EPA established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharge. In California, the 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 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 BMC 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 General Plan Environmental Impact Report* (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 car wash facility; therefore, it is not currently used for groundwater extraction or groundwater recharge purposes. As detailed in the *Final Hydrology Report, Mixed-Use Development, 3700 W. Riverside Drive, Burbank* (Hydrology Study), prepared by RHYTON Engineering and dated April 22, 2020, Project development would reduce impervious surfaces on-site from approximately 98 to 86 percent by installing low impact development (LID) planter boxes and landscaped areas throughout the site; refer to Appendix 11.1F, *Hydrology Study*. Further, as analyzed under Utilities and Service Systems, the City's water services are available to serve the Project's water demands from existing supplies and facilities. As such, implementation of the 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)(1) *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: 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 Hydrology and Water Quality (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 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 publicly accessible open space area, private 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 3-5a through Exhibit 3-5c. 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.

c)(2) *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: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

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 Project would result in less runoff volume compared to existing conditions; refer to Table 8-11, *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 8-11
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.

c)(3) *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: 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 Hydrology and Water Quality (c)(1) and (c)(2).

Mitigation Measures: No mitigation measures are required.

c)(4) *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: impede or redirect flood flows?*

Less Than Significant Impact. Refer to Hydrology and Water Quality (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.[22] 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.

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.[23] Therefore, there is no groundwater sustainability plan established for the San Fernando Basin.

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

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

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 Hydrology and Water Quality (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 Hydrology and Water Quality (b). As such, upon compliance with all applicable regulations, the 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.

LAND USE AND RELEVANT PLANNING. *Would the project:*

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 Project would not physically divide an established community. As indicated in Section 3.0, *Project Description*, the Project site is currently developed with an existing car wash 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.

MINERAL RESOURCES. *Would the project:*

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

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 Mineral Resources (a).

Mitigation Measures: No mitigation measures are required.

NOISE. *Would the project:*

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 With Mitigation Incorporated.

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.[24,25]

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.[26] Executive Order N-33-30 requires that all

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

[25] 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.

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 8-12, *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 8-12. 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 8-12
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: Refer to Appendix 11.1G, *Noise Analysis*.						

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 8-12, the ambient recorded noise level in the Project vicinity ranged between 55.3 dBA and 66.5 dBA.

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 cubic yards of soil export. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction. Noise generated by construction equipment, including drill rigs and dozers, can reach high levels. During construction, exterior noise levels could affect the sensitive receptors in the vicinity of the construction site.

[26] 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.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. Construction equipment produce maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power. The loudest construction phase would be the paving phase as heavy-duty construction equipment may be used near by the closest sensitive receptor (i.e., Bright Horizons Daycare Center located adjacent to the Project site). The estimated construction noise levels at the nearest noise-sensitive receptor are presented in Table 8-13, *Construction Noise Levels at Adjacent Sensitive Receptor*. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptor.

Table 8-13
Construction Noise Levels at Adjacent Sensitive Receptor

Construction Phase[1]	Distance to Nearest Sensitive Receptor (feet)	Estimated Exterior Construction Noise Level (dBA L_{eq})[2]	Estimated Exterior Construction Noise Level (dBA L_{eq}) with Mitigation[3]	Construction Noise Threshold (dBA L_{eq})[4]	Exceeds Standards with Mitigation?
Demolition (Dozer, Tractor)	30	88.6	68.6	71.5	No
Grading (Drill Rig, Excavator, Dozer, Tractor)	30	88.6	68.6	71.5	No
Building Construction (Crane, Loader, Tractor)	30	88.4	64.4	71.5	No
Paving (Paver, Roller, Tractor)	20	89.6	69.6	71.5	No
Architectural Coatings (Air Compressor)	30	78.1	58.1	71.5	No

Notes:
1. The modeled construction equipment for each construction phase was based on the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 equipment defaults for construction of the Project as analyzed in the *Air Quality* section, above. CalEEMod outputs can be found in Appendix 11.1A.
2. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment during each construction phase (demolition, grading, building construction, paving, and architectural coatings), at the same precise location.
3. Project estimated exterior construction noise levels with mitigation include a sound reduction of 20 dBA from Mitigation Measure NOI-1.
4. As shown in Table 8-12, the ambient noise level at the Bright Horizons Daycare Center is 66.5 dBA L_{eq}. Pursuant to BMC Section 9-3-208, the construction noise threshold would be 71.5 dBA L_{eq} (i.e., 66.5 dBA L_{eq} + 5 dBA L_{eq} = 71.5 dBA L_{eq}).

Source: Federal Highway Administration, Roadway Construction Noise Model (RCNM), 2006 (see Appendix 11.1G).

Pursuant to BMC Section 9-1-1-105.8, construction activities are prohibited between 7:00 p.m. and 7:00 a.m. Monday through Friday, between 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sundays or national holidays. In addition, BMC Section 9-3-208 prohibits the operation of any

machinery, equipment, pump, or similar mechanical device in such a manner as to cause the ambient noise level at an adjacent noise-sensitive property to be exceeded by more than 5 dBA. Therefore, noise generated by construction activity would be significant if it occurs outside the construction hours specified in the BMC or if it increases ambient noise levels at the property line of nearby sensitive receptors by more than 5 dBA. For the purpose of this analysis, the ambient noise levels measured at nearby sensitive receptors are depicted in Table 8-12. Based on noise measurements in Table 8-12, the ambient noise level at the adjacent sensitive receptor (i.e., Bright Horizons Daycare Center) is 66.5 dBA L_{eq}. Therefore, the Project would generate a significant impact if construction noise levels exceed 71.5 dBA L_{eq} at the adjacent sensitive receptor.

As depicted in Table 8-13, the adjacent sensitive receptor could be exposed to temporary and intermittent noise levels ranging from 78.1 to 89.6 dBA L_{eq}, which exceeds the construction noise threshold of 71.5 dBA L_{eq}. The noise levels presented in Table 8-13 are conservative, as these noise levels assume the simultaneous operation of all heavy construction equipment during each construction phase at the same precise location. In reality, construction equipment would be used throughout the Project site and would not be concentrated at the point closest to the sensitive receptor for very long, as this area would be a vegetation setback.

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, are the easiest to oversee on a construction Project. Mitigation at the source reduces the problem everywhere, not just along one single path or for one receiver. Noise path controls are the second method in controlling noise. Barriers or enclosures can provide a substantial reduction in the nuisance effect in some cases. Path control measures include moving equipment farther away from the receiver; enclosing especially noisy activities or stationary equipment; erecting noise enclosures, barriers, or curtains; and using landscaping as a shield and dissipater.

Modern noise barriers or enclosures can provide a sound reduction up to 20 dBA.[27] To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend length-wise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In these cases, the enclosure/barrier system must either be very tall or have some form of roofed enclosure to protect upper-story receptors.

To ensure compliance with the construction noise threshold (outlined in BMC Section 9-3-208) and substantially reduce construction-generated noise at nearby receptors, the Project would be required to implement Mitigation Measures NOI-1. Mitigation Measure NOI-1 requires the use of a temporary noise barrier or enclosure along the southern/eastern portion of the Project site to break the line of sight between the construction equipment and the adjacent sensitive receptor during each phase of construction. As shown in Table 8-13, the Project's construction noise levels would range

[27] Echo Barrier, *H9 Acoustic Barrier*, https://cdn2.hubspot.net/hubfs/3882358/Current%20Spec%20Sheets/US%20spec%20sheets/Echo+Barrier+H9+Product+Specification+Sheet+US.pdf?__hstc=142594029.328a8c029c1473d436adaac1ede62776.1605573497439.1605573497439.1605573497439.1&__hssc=142594029.2.1605573497440&__hsfp=1026759523, accessed May 6, 2021.

from 58.1 to 69.6 dBA L_{eq} with implementation of Mitigation Measure NOI-1, which is below the 71.5 dBA L_{eq} construction noise threshold. Therefore, Project construction activities would not generate noise levels in excess of the construction noise threshold with implementation of Mitigation Measures NOI-1. Further, 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 Project 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. Haul routes shall be reviewed and approved by the City's Building Official and City Engineer.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

- Per BMC, 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.

Thus, with implementation of Mitigation Measure NOI-1 and the Project Conditions of Approval for construction best management practices discussed above, construction-related noise impacts would be less than significant.

Operations

Mobile Noise

Based on the Transportation Analysis Memo, the existing car wash facility generates approximately 360 trips per day and the Project would generate approximately 353 trips per day. Therefore, the 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 Project would include mechanical equipment, slow-moving trucks, parking activities, and balcony/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.[28] As such, impacts from stationary sources would be less than significant.

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.[29] 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 six stories (with a mezzanine), and approximately three 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 8-12. Additionally, noise levels from mechanical equipment would be required to comply with BMC 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 BMC 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.

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

[29] Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

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.[30] 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 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 8-14, *Typical Noise Levels Generated by Parking Lots*.

Table 8-14
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. The surface parking lot would be approximately 20 feet from the closest sensitive receptor (i.e., Bright Horizon Daycare Center). Impacts associated with parking activities would be considered minimal since parking 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 8-14. 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

[30] Measurements taken by Michael Baker International, 2006.

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.

Balcony/Outdoor Dining/Common Area Noise

The Project includes balconies for each residential unit, space for outdoor dining on the first level along Riverside Drive, and common areas located on the second and mezzanine/roof levels. As shown on Exhibit 3-5b, *Conceptual Landscape Plan – Second Floor*, the second floor common open space area would be the Project's closest outdoor area to the adjacent sensitive receptor to the south (approximately 20 feet away). Other proposed common areas and balconies would be setback from the site's southern property line further from the sensitive receptor. The proposed balconies would be located on the building perimeter and have the potential to be accessed by small groups of people intermittently. 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.[31] 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.[32] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., balconies, 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.[33] The nearest sensitive receptor would be the Bright Horizons Daycare Center, located approximately 30 feet from proposed balconies along the southern portion of the building, 110 feet from the outdoor dining area, and 50 feet from the common area. Therefore, exterior crowd noise at the nearest sensitive receptor would be 43 dBA (balconies), 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 8-12. 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. The nearest sensitive receptor (i.e., Bright Horizons Daycare Center) does not include outdoor activity areas. As such, the nearest sensitive receptor would primarily experience Project-generated crowd noise as interior noise levels. Accounting for a 24 dBA exterior-to-interior attenuation factor, interior noise levels would be attenuated to 19 dBA (balconies), 5.5 dBA (outdoor dining area) and 12.3 dBA (outdoor common areas) at the nearest sensitive receptor.[34] As such, Project operational noise associated with outdoor activities would not exceed the City's exterior (55 dBA) and interior (45 dBA) noise standards or introduce an intrusive noise source over existing conditions. Thus, a less than significant impact would occur in this regard.

[31] M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.
[32] Ibid.
[33] Cyril M. Harris, *Noise Control in Buildings*, 1994.
[34] U.S. Environmental Protection Agency, *Protective Noise Levels (EPA 550/9-79-100)*, November 1979.

Mitigation Measures:

NOI-1 Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the City's Building Official, that the construction plans require a temporary noise barrier or enclosure during all phases of construction that meets the following conditions:

- The temporary noise barrier or enclosure shall be used along the southern and eastern property lines to break the line of sight between the construction equipment and the adjacent sensitive receptor (Assessor's Parcel Number [APN] 2485-005-005).

- The temporary noise barrier shall have a sound transmission class (STC) of 20 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. An alternative method that attains that same level of noise reduction may be considered at the sole discretion of the City Building Official. The Project Applicant shall pay all costs associated with any City-required third-party consultant review of any proposed alternative method.

- The Project Applicant shall ensure the length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. This shall be achieved by the following requirements:

    - The noise control barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend length-wise and vertically as far as feasibly possible to be most effective.

- In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion. The City Building Official shall review and approve all proposed designs prior to the issuance of a building permit.

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.

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.[35] 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, 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.[36] 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.

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

[36] 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.

POPULATION AND HOUSING. *Would the project:*

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 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[37], the Project would introduce up to 120 new residents. Including the conservative estimate of potential population increase from the Project's employment-generating land use (13 persons), the Project would result in a population increase of up to 133 persons; refer to Section 6.3, *Growth-Inducing Impacts*. Therefore, although nominal, the Project would induce population growth in a local context. Conservatively assuming that all 133 new residents relocate from outside of the City, potential population growth associated with the Project would represent only a 0.13 percent increase over the City's existing population of 105,861 persons.[38] 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. 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.[39] The Project's residential population (133 persons) represents 0.32 percent of the City's anticipated growth by 2040 (i.e., 41,700 persons), and only 0.09 percent of the City's total projected 2040 population (i.e., 145,000 persons). 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 Project would not induce substantial unplanned population growth exceeding existing conditions (0.13 percent increase) and/or regional 2040 population projections for the City (0.09 percent). Further, the 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 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.

[37] 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.

[38] Ibid.

[39] 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.

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

No Impact. The Project site is currently developed with the Lakeside Car Wash. The car wash facility consists of two single-story structures. The main building is located at the center of the site with a car wash 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.

PUBLIC SERVICES. *Would the project:*

a)(1) *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: 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 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 up to 133 persons would not result in the need for new or physically altered fire protection facilities; refer to Population and Housing. The Project would be required to pay applicable fire facility fees pursuant to Zoning Code Article 22, *Community Facility Fees*. The 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 BMC 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 BMC 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.

a)(2) *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: police protection?*

Less Than Significant Impact. The Burbank Police Department (BPD) provides police protection services to the City, including the Project site. 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 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 BMC 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 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 up to 133 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 Project would also be designed in compliance with BMC 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.

a)(3) *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: 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.[40]

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

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. BUSD provides student generation rates for elementary (0.1039 per multi-family residential [MFR] unit), middle (0.0547 per MFR unit), and high school (0.0818 per MFR unit) levels to estimate the number of students generated by residential development.[41] Based on these student generation rates, the Project could generate up to five elementary students, three middle school students, and four high school students. 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 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.

a)(4) *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: 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 Project would create an increased demand for park services. However, due to the infill nature of the Project, the nominal population increase of up to 133 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 publicly accessible open space area 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.

[41] Burbank Unified School District, *School Fee Justification Study 2020*, 2020.

a)(5) *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: other public facilities?*

Less Than Significant Impact. Other public facilities that could potentially be impacted by the 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 up to 133 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.

RECREATION. *Would the project:*

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 Public Services (a)(4), the 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 3.4, *Project Characteristics*, the Project would provide a 1,964-square foot publicly accessible open space area 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 EIR. 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. 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.

TRANSPORATATION. *Would the project:*

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 Transportation (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. The proposed outdoor dining areas and eastern stairwell exits of the mixed-use building would open towards the existing Metro bus stops along Riverside Drive and North Hollywood Way, respectively. 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 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 publicly accessible open space area 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) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

Less Than Significant Impact. The Project would demolish an existing car wash 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 the *Transportation Analysis – 3700 Riverside Drive Project Memorandum* (Transportation Analysis Memo) prepared by Fehr & Peers, dated September 28, 2020, and Table 8-15, *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; refer to Appendix 11.1H. 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 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 car wash facility that would be replaced by the proposed development. Following the application of the trip generation credits, the 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 8-15
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%*

Table 8-15 [cont'd]
Project Trip Generation

Land Use	ITE Land Use Code	Daily Rate	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
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%*
Car Wash		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								
Car Wash	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: Refer to Appendix 11.1H.

In September 2013, Senate Bill 743 became effective, which identifies 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 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 TPA or along a 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. 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 operate with 15-minute 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 With Mitigation Incorporated.

Construction

Construction activities associated with the Project may require temporary lane closures along adjacent roadways. These proposed lane closures could temporarily impact transit, bicycle, and pedestrian circulation in the Project area. Therefore, to reduce potential impacts of construction-related vehicles interacting with pedestrians, bicyclists, and other local traffic, Mitigation Measure TRA-1 requires a Construction Management Plan be developed to implement a variety of measures to minimize traffic safety impacts. Specifically, the Construction Management Plan would be required to establish traffic control protocols for any temporary lane closures; ensure coordination with Metro regarding any temporary impacts to adjacent bus stops; notification to relevant agencies (e.g., City of Burbank Traffic Division, California Department of Transportation, and Metro) regarding any temporary lane closures; identify construction vehicle haul routes and hours for hauling activities; require all haul routes to be clean and free of debris; and use construction flagperson and signage, as deemed appropriate, to maintain safe and efficient travel for vehicles, pedestrians, bicyclists, and transit users in the Project area. Implementation of Mitigation Measure TRA-1 would reduce the Project's temporary construction-related hazards and impacts in this regard would be less than significant.

Operations

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 generate fewer average daily trips compared to the existing car wash and 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 3-4b, *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. The Project also proposes enhanced pedestrian access along the Project site boundaries, including pedestrian walkways from the existing sidewalks along Riverside Drive, North Hollywood Way, and Screenland Drive to the mixed-use development that provide direct access to the proposed lobby,

community room, publicly accessible open space area, and outdoor dining areas. Similar to existing conditions, all proposed roadways and driveways intersect at right angles to ensure safe vehicular and pedestrian movement around the building perimeter. 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. No changes are proposed to the existing Metro bus stops along Riverside Drive and North Hollywood Way. 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:

TRA-1 Prior to construction activities, the Project Applicant shall prepare a Construction Management Plan for review and approval by the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, and City Building Official. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control protocols shall be specified for any temporary lane closure, detour, or other disruption to traffic circulation, including bicycle, pedestrian, and transit. Disruption to traffic circulation shall be minimized to the greatest extent feasible. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) compliance.

- Bus stop access impacts, if any, shall be coordinated with and approved by the Los Angeles County Metropolitan Transportation Authority (Metro).

- Thirty (30) days prior to any construction activities, the Construction Contractor shall notify the City of Burbank Building and Safety Division and Public Work's Traffic Division, City Engineer, City Building Official, the California Department of Transportation (Caltrans), and Metro, as applicable, of construction activities that could impede movement (such as temporary lane closures) along roadways, to allow for planning temporary detours.

- Identify construction vehicle haul routes for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.) to the site; necessary traffic controls and detours; and a construction phasing plan for the Project to reduce impacts to local streets and plan for traffic control signage and detours along identified haul routes to minimize impacts to existing traffic flow.

- Specify the hours during which hauling activities can occur and methods to mitigate construction-related impacts to adjacent streets such as traffic control barricades, cones, flaggers, and warning signs.

- Require the Construction Contractor to keep all haul routes clean and free of debris, including but not limited, to gravel and dirt resulting from Project construction. The Contractor shall clean adjacent streets, as directed by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer, of any Project material that may have been spilled, tracked, or blown onto adjacent roadways or areas.

- Use of a construction flagperson (as deemed appropriate by the City of Burbank Building and Safety Division and Public Work's Traffic Division and City Engineer) to assist in maintaining efficient vehicle travel in both directions (particularly during peak travel hours) and use of construction signage and safe ADA-compliant detour routes for pedestrians, bicyclists, and transit users when surrounding roadways and sidewalks are affected.

d) *Result in inadequate emergency access?*

Less Than Significant Impact. As stated above in Transportation (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.

TRIBAL CULTURAL RESOURCES. *Would the project:*

a)(1) *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: 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*

No Impact. Refer to Cultural Resources (a). 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.

a)(2) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a 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 Impact With Mitigation Incorporated. In compliance with Assembly Bill 52 (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 Project; refer to Appendix 11.1I, *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, Project-related ground-disturbing activities could uncover previously undiscovered cultural resources, including tribal cultural resources. Mitigation Measure 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, in the event that archaeological or Native American resources are inadvertently discovered, Mitigation Measure TCR-1 would require the Project Applicant to retain a qualified Native American Monitor to work in consultation with the on-site archaeological monitor to delineate and evaluate the resource. The Applicant would be required to, in good faith, consult with the consulting tribal groups on the disposition and treatment of any tribal cultural resource encountered during all ground-disturbing activities. As such, Project impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

TCR-1 If archaeological or Native American resources are inadvertently discovered during ground disturbing activities, work shall be halted in the immediate vicinity of the find (a 60-foot buffer around the find) until the find can be evaluated by the Archaeological

Monitor, as defined in Mitigation Measure CUL-1, and Native American Monitor. Work on areas outside of the buffered area may continue during the assessment period.

If the resources are determined to be potential tribal cultural resources, the Applicant shall retain the services of a Native American Monitor to work in consultation with the Archaeological Monitor to delineate the resource. The Native American Monitor shall be a professional qualified in the identification and/or preservation of tribal cultural resources and agreed to by tribe(s) with ancestral ties to the region, in consultation with the Native American Heritage Commission. Native American monitoring shall be implemented in the event a cultural resource of Native American origin is identified at any stage of ground disturbance, including, but not limited to, site clearing (such as pavement removal, grubbing, tree removals) and/or excavation to depths greater than 1.5-feet (including boring, grading, excavation, drilling, potholing or auguring, and trenching).

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.

The Applicant shall, in good faith, consult with the tribe(s) with ancestral ties to the region on the disposition and treatment of any tribal cultural resource encountered during all ground disturbing activities. If the find is considered an "archeological resource," the Archaeological Monitor, 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. If the resources are determined to be non-Native in origin, 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 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.

UTILITIES AND SERVICE SYSTEMS. *Would the project:*

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 car wash facility, the proposed development would be served by BWP for water supply services. The 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 Project is consistent with land uses anticipated for the area and would not induce substantial unplanned population growth; refer to Land Use and Planning, and 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.[42] The Project site is located in an area where the City's sewer infrastructure connects downstream to the City of Los Angeles 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.[43]

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 BMC 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 Hydrology and Water Quality, the Project would install 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

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

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 Table 8-11. 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 EIR. 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 EIR. 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.

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 8-16, *City of Burbank Total Water Demand Projections*, details the City's anticipated total water demand projections from 2020 through 2040.

Table 8-16
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 8-17, *Normal Year Supply and Demand Comparison*, Table 8-18, *Single Dry Year Supply and Demand Comparison*, and Table 8-19, *Multiple Dry Year Supply and Demand Comparison*.

Table 8-17
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 8-18
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 8-19
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 are based on existing General Plan designations and accounts for increased demand as growth occurs within the City. Based on 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 'Land Use and Planning,' the 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 Project would result in the generation of wastewater beyond existing conditions; refer to Utilities and Service Systems (a). However, based on the Sewer Capacity Analysis, the 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[44]). 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.

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 8-20, *Primary Landfills Serving the City*.[45] 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.[46]

[44] City of Los Angeles, Sanitation District, *Sewers and Pumping Plants*, 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.

[45] 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.

[46] 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.

Table 8-20
Primary Landfills Serving the City

Landfill/Location	Amount Disposed by City in 2018 (tons)	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 composted. Additionally, AB 1826 requires businesses that generate at least two cubic yards of commercial solid waste each week (i.e., the proposed retail/restaurant uses) to set up recycling services for recyclables and organic waste. 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,[47] the 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 8-20. 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 Utilities and Service Systems (d) above. The 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.

WILDFIRE. ***If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:***

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.[48] No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

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

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 Wildfire (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 Wildfire (a).

Mitigation Measures: No mitigation measures are required.

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 Wildfire (a).

Mitigation Measures: No mitigation measures are required.

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